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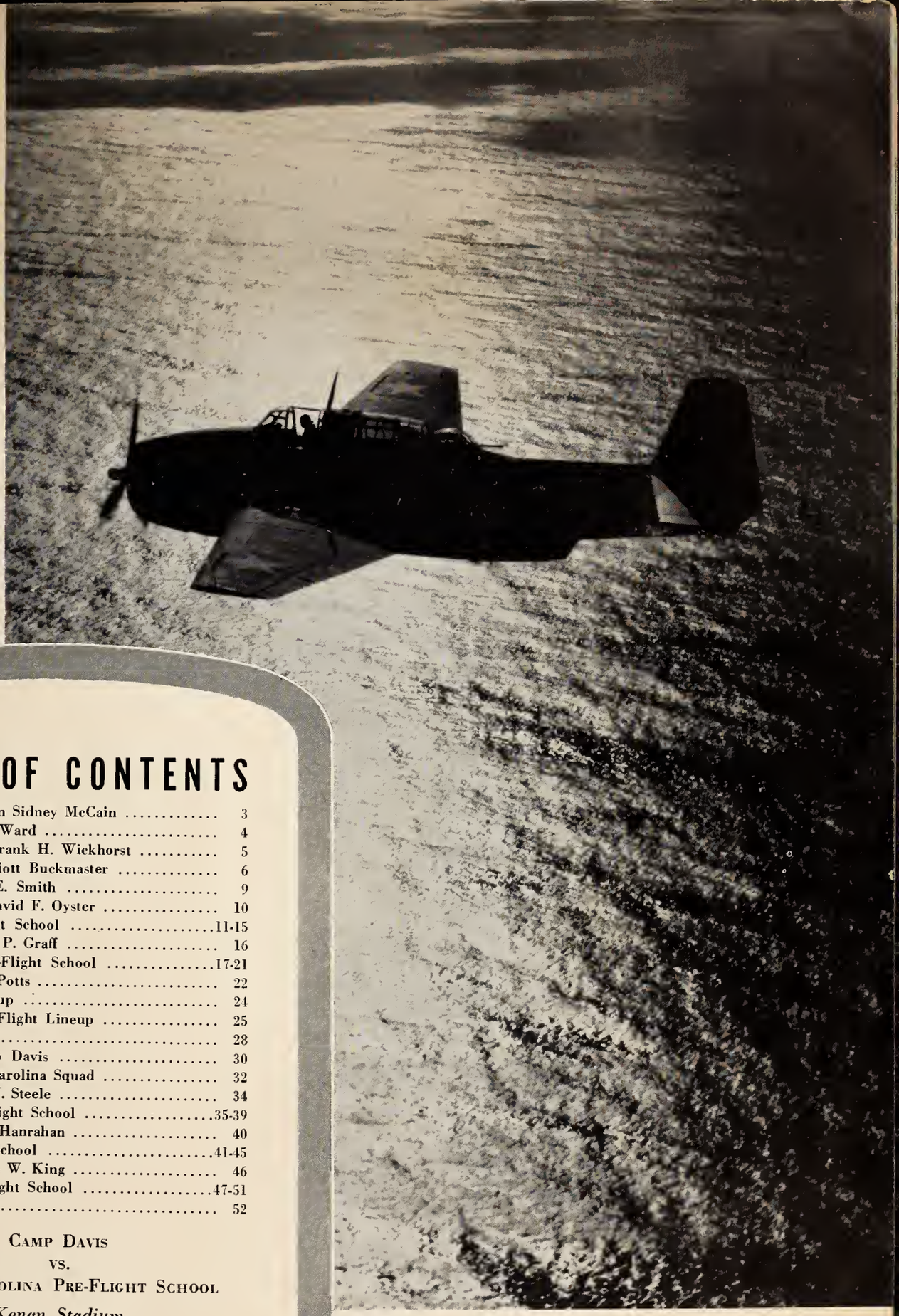

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CAMP DAVIS
VS.
NORTH CAROLINA PRE-FLIGHT SCHOOL

Kenan Stadium
Saturday, October 16

This program is published by the Athletic Associations of the five U. S. Navy Pre-Flight Schools and is printed under the direction of the Pre-Flight Section of the Aviation Training Division in the Office of the Chief of Naval Operations.

NCC
N52
p 26670

"I will"

The following was found on the flyleaf of the diary of an Iowa boy who fell at Chateau-Thierry in 1918:

"America *must* win this war. Therefore *I will* work; *I will* save; *I will* sacrifice; *I will* endure; *I will* fight cheerfully and do my utmost, *as if the issue of the whole struggle depended on me alone.*"

..."as if the issue of the whole struggle depended on me alone."

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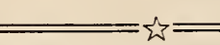


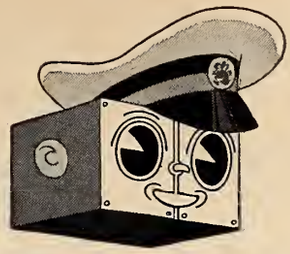
VICE ADMIRAL JOHN SIDNEY McCAIN, USN
Deputy Chief of Naval Operations (Air)

Vice Admiral McCain formerly was Chief of the Navy's Bureau of Aeronautics. A Naval Aviator, his wide experience includes command of an aircraft carrier, command of a Naval Air Station, and service on battleships and cruisers. He wears the Distinguished Service Medal, presented by the President for exceptionally meritorious service in the Solomon Islands Campaign.

CAPTAIN FRANK T. WARD, USN, is the Director of Aviation Training in the Office of the Chief of Naval Operations. He is charged with the coordination of all aviation training.

LT. COMMANDER FRANK H. WICKHORST, USNR, is Head of the Pre-Flight Section of the Aviation Training Division in the Office of the Chief of Naval Operations. As such, in addition to his duties pertaining to the Pre-Flight Schools, he is responsible for making recommendations pertaining to physical training in all phases of Naval Aviation.

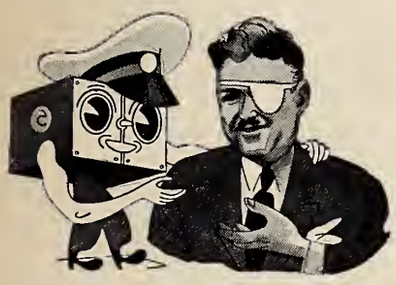
REAR ADMIRAL ELLIOTT BUCKMASTER, USN, is the Chief of the Naval Air Primary Training Command. Under this command are the five Pre-Flight Schools and the fourteen Naval Air Stations engaged in primary training.



Song of Elmer... the pilot who never gets tired

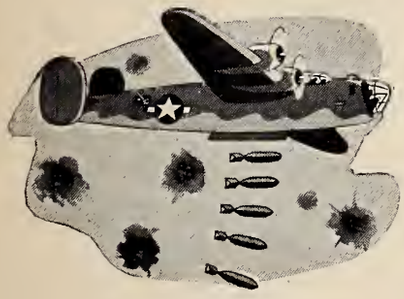
He holds no place in the Officer's Mess
for he does not sleep or eat,
He's the Quietest Birdman ever took
his place in a cockpit seat—
He joins no laughter, nor shoots the breeze,
nor whistles, nor hums, nor sings,
But he's flown more planes than any man
who ever wore pilot's wings...

...has Elmer!



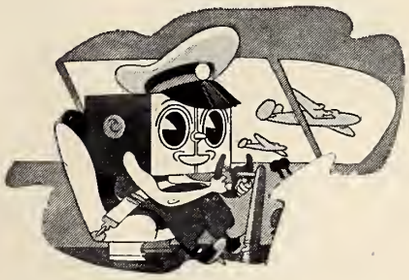
He's an old, old hand, as old hands go
in a young man's game today,
For he circled the globe in 'Thirty-three
with Post in the Winnie Mae—
He's an Army man, he's a Navy man,
and he flies with the R.A.F.,
And the Yankees say, and the British say
of pilots, he's the best...

...is Elmer!



Often when bombers have levelled off
for the last tense bombing runs,
And the bomb-bay doors are opened wide,
and the gunners man the guns,
When the flak comes up as the bombs
go down, and the target zone is clear,
Then who is the pilot who holds the course
set by the bombardier...?

It's Elmer!



He can hold a plane on a chosen course
while the crewmen rest or sleep,
He can level off for a landing glide,
or bank her sharp and steep—
He can spiral up, he can spiral down,
or hold her level and true—
His hydraulic muscles never tire
the way human muscles do...

...not Elmer's!

And so bombing, transport, and cargo
planes, take Elmer on every flight
To spare the pilot and rest the crew
for emergency, storm, or fight—
He needs no rest, for he never gets tired,
being only a cold machine,
Just wheels and wires and gears and cogs,
with brackets and stuff between...

...is Elmer!

He wears no medals, he holds no rank.
Why should he? He cannot feel
The courage that flares in time of need
for he's only alloy and steel!
So when *nerve* is needed, the bombardier,
the pilots, the gunners, too,
The navigator, and all the rest,
are the boys who pull her through...

...NOT Elmer!

SPERRY

GYROSCOPE COMPANY, INC.

is proud to be manufacturing the famous Sperry Gyropilot for the Armed Forces of the United Nations.

Brooklyn, N. Y.
Division of Sperry Corporation

• *Reprints of this poem — suitable for framing, with signature removed — may be obtained without charge by writing the Sperry Gyroscope Company.*

Smoking 'Em Out!

Copyright 1943—Philco Corporation

C. G. Werner makes this contribution to the series being drawn for Philco by America's leading editorial cartoonists depicting the significance of America's productive might. While available, a full size reproduction of the original drawing will be sent, free, on request to Philco Corporation, Philadelphia, Pa. Ask for Cartoon No. 55NA.

ONE of the factors that qualified Philco so well for the battle of production was its background of research and development in the field of television. For fifteen years before the war, Philco engineers had devoted millions of dollars to the progress of the science of television. Their pioneer developments for improving the clarity, sharpness and detail of the television picture have today become the accepted standards of the industry. The Philco television station in Philadelphia, too, has been a rich laboratory of experience for the advance of the principles of television transmission.

So Philco brought to the battle of production more than its manufacturing skill and experience as the world's largest radio manufacturer. Its scientists, laboratories and years of radio and television research were ready to serve the nation at war. Today, Philco engineers are at work night and day on urgent and vital projects in the realm of research and development work in the field of electronics. With the dawn of peace, their contributions to Victory will usher in a new age of comfort, convenience and entertainment for the homes of America.

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CAPTAIN CHARLES E. SMITH, USN (Ret.)
Commanding Officer, U. S. Navy Pre-Flight School
Athens, Georgia

Knox to Honor Air Cadet, 18

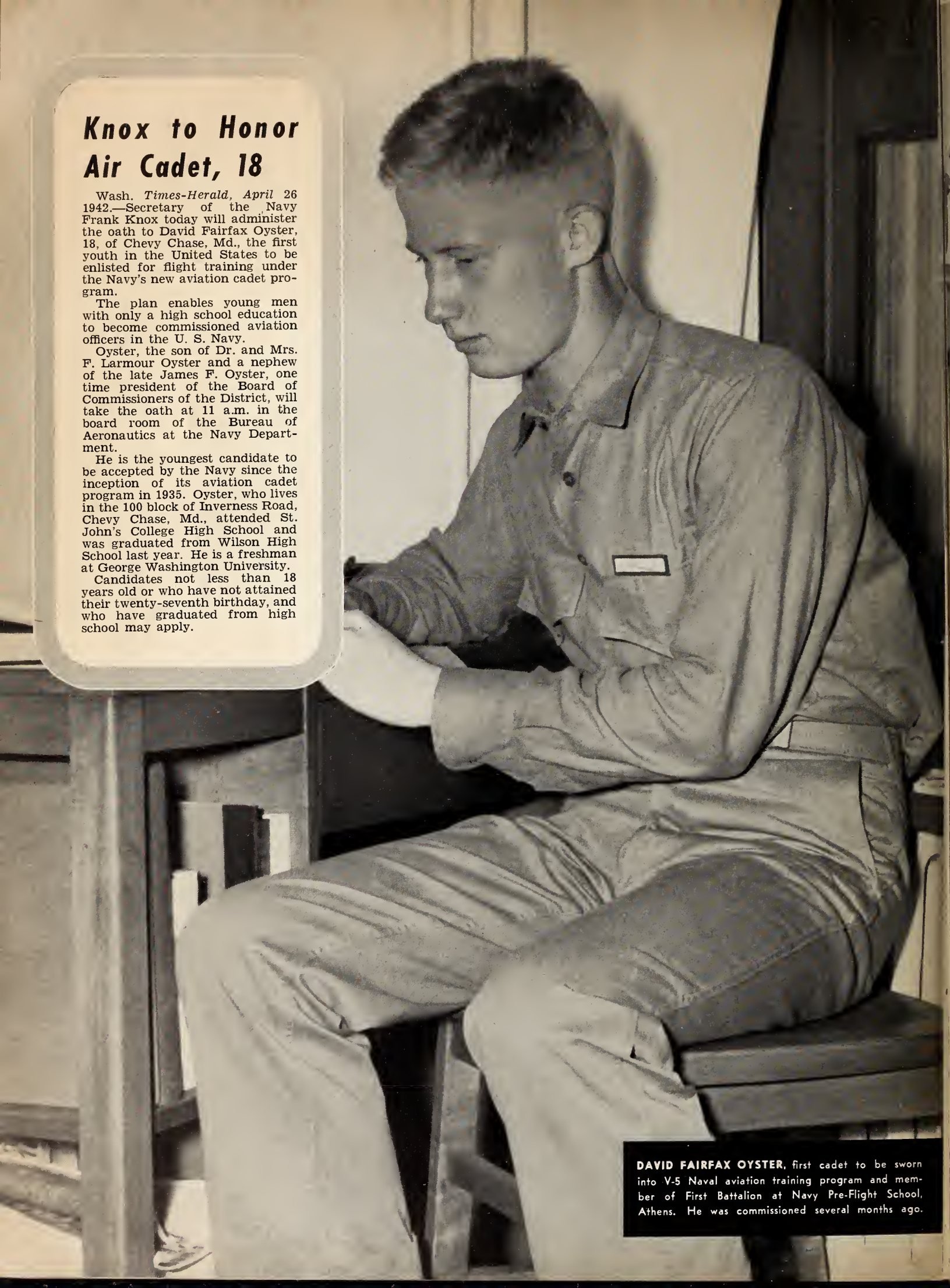
Wash. *Times-Herald, April* 26 1942.—Secretary of the Navy Frank Knox today will administer the oath to David Fairfax Oyster, 18, of Chevy Chase, Md., the first youth in the United States to be enlisted for flight training under the Navy's new aviation cadet program.

The plan enables young men with only a high school education to become commissioned aviation officers in the U. S. Navy.

Oyster, the son of Dr. and Mrs. F. Larmour Oyster and a nephew of the late James F. Oyster, one time president of the Board of Commissioners of the District, will take the oath at 11 a.m. in the board room of the Bureau of Aeronautics at the Navy Department.

He is the youngest candidate to be accepted by the Navy since the inception of its aviation cadet program in 1935. Oyster, who lives in the 100 block of Inverness Road, Chevy Chase, Md., attended St. John's College High School and was graduated from Wilson High School last year. He is a freshman at George Washington University.

Candidates not less than 18 years old or who have not attained their twenty-seventh birthday, and who have graduated from high school may apply.



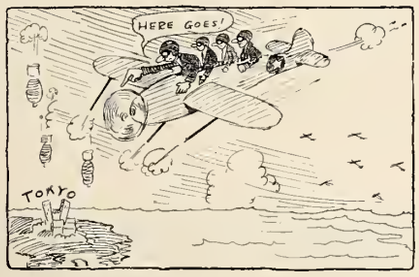
DAVID FAIRFAX OYSTER, first cadet to be sworn into V-5 Naval aviation training program and member of First Battalion at Navy Pre-Flight School, Athens. He was commissioned several months ago.

Athens Navy Pre-Flight School Opening publicly celebrated on 18 June 1942, one week after convening of first class and two weeks after commissioning. Left to right on reviewing stand, Rear Admiral William S. Glassford, Commandant, Sixth Naval District; Eugene Talmadge, former Governor of Georgia; Dr. S. V. Sanford, Chancellor, University System of Georgia; Dr. Harmon W. Caldwell, President, University of Georgia; Rear Admiral John H. Towers, Chief, Bureau of Aeronautics; Captain A. W. Radford, Director, Aviation Training; Lieutenant Martell H. Twitchell, Station Chaplain; and Captain Charles E. Smith, Commanding Officer.

CHIEF OF BUREAU OF AERONAUTICS AND DIRECTOR OF AVIATION TRAINING ATTENDED GEORGIA COMMISSIONING

IT was on 19 March 1942 that contracts were signed leading to the establishment of the United States Navy Pre-Flight School at Athens in the Piedmont belt of Northeast Georgia. On 4 June Captain C. E. Smith, U.S.N. (Ret.), serving in his third war, read his orders as Commanding Officer and commissioned the station. This new unit in Naval aviation's rapidly expanding training unit quietly began operations on 11 June. Seven days later high-ranking Naval officers, Governor Eugene Talmadge of Georgia, officials of the University System of Georgia, and citizens of Athens gathered at Sanford Stadium for public dedication of the infant training school. Among those present were Rear Admiral John H. Towers, then Chief of the Bureau of Aeronautics; Rear Admiral William Glassford, then Commandant of the Sixth Naval District; Captain A. W. Radford, then Chief of Naval Aviation Training; Lieutenant Commander Thomas J. Hamilton, then Director of Naval Aviation's physical training program; and his assistant, Lieutenant Frank Wickhorst.

The school's first graduating class proudly marched off on 1 September to begin flight training, the class being divided between Naval Air Stations at New Orleans, Dallas, Anacostia, and Lakehurst. Among them was David Fairfax Oyster of Chevy Chase, Md., sworn into the Navy on a nationwide broadcast from Washington by Secretary of the Navy Frank Knox, as the first enlistee in the then-new V-5 Naval aviation cadet training program. Honor man of this historic group was Charles Edward Dole, of Baltimore, Md., who had enlisted on 16 March 1942, at the Naval Aviation Cadet Selection Board, Washington, D. C. These first graduates carried with them the memory of many "Godspeeds" from superior officers. Captain Radford wired, "May the training just completed insure you of an eventful trip to Tokyo." Lieutenant Commander Hamilton said, "You have set a high standard and may every phase of your subsequent training aptly deserve the commendation of 'well done'."



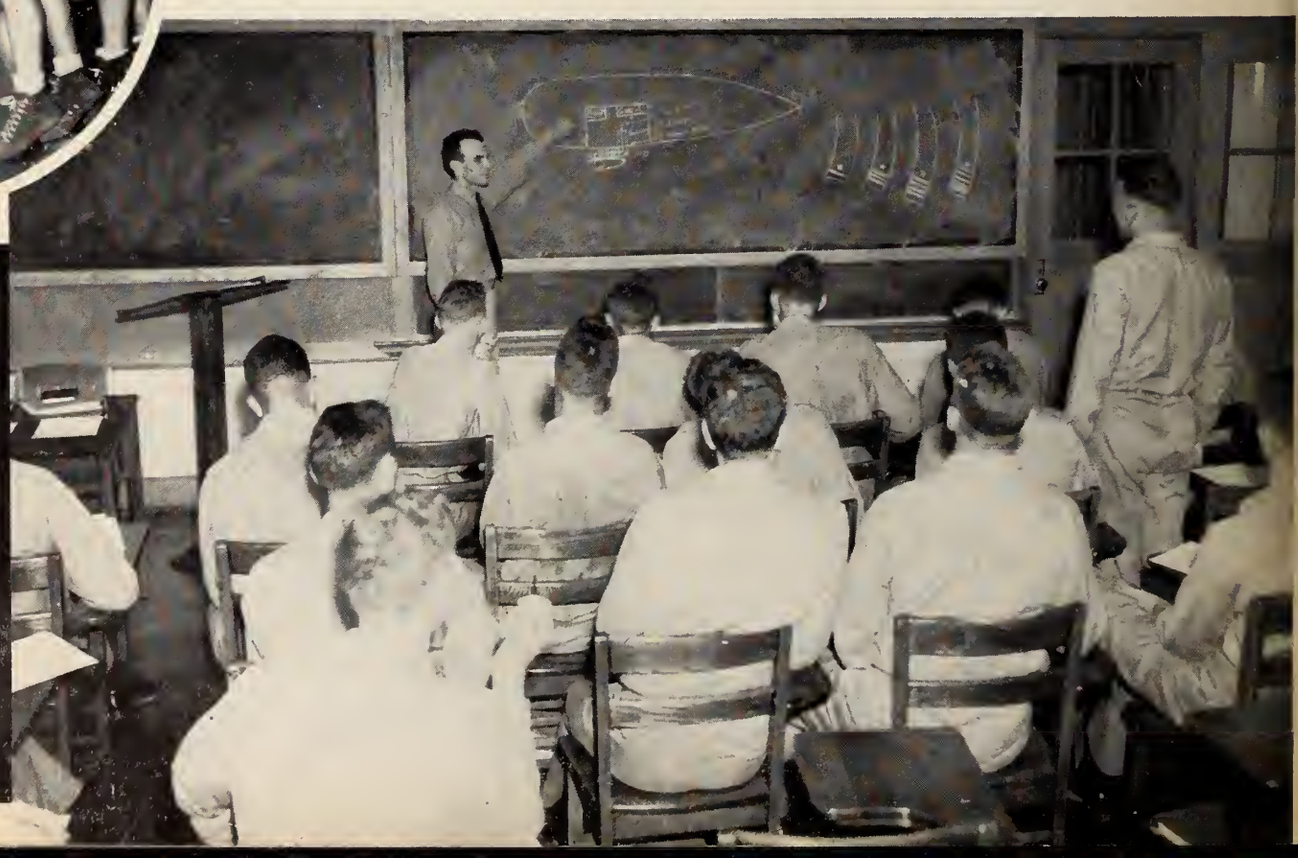
Captain Smith, temporarily absent from the station, sent this message from Baltimore, "I regret that it is impossible for me to be with you today. I am proud of you. You definitely have lived up to the request I made of you when you first entered—to work hard and study hard and establish a precedent which would live after you had left us. You have been wonderful and we shall always remember you with deep affection."

Thousands of Naval aviation cadets and aviation pilot trainees of the Navy, Marine Corps, and Coast Guard — youngsters from every state in the Union and from many theatres of combat operations

Cadets train to be officers as well as flyers. Therefore they spend considerable time on the drill field every day. When their training is finished they can march with the finest military men and they can feel right at home.

—have followed in the footsteps of the never-to-be-forgotten first battalion. It was a proud day at the school when the first student to report for training, Louis C. Trousdale of Athens, former University of Georgia football team manager, came back on a visit wearing gold wings and the uniform of a second lieutenant in the Marine Corps. "The fine physical conditioning I received here certainly helped me in my flight training," said Lieutenant Trousdale. Next day there was another visitor—B. C. Trapp, naval aviation pilot, first class, of Kerrville, Tex. He was the first Athens aviation pilot trainee to return to the school wearing gold wings.

The "first birthday" party was held in Sanford Stadium, with the flags of all United Nations fluttering in the Georgia breeze. Ten thousand persons saw all cadets, except the "boot" battalion, which had just reported aboard, participate in the nocturnal exhibition of military and physical prowess.



Basketball develops split second vision, a characteristic that may be of much value some day to the fighting flyer. A speedy game, in which all participants get a good workout, it is one of the most popular sports in the training program.

The course in "Essentials of Naval Service" serves to give the students a good background in Naval customs and traditions. It is the history of our Navy, presented in an interesting manner.

VARIED ASPECTS OF WELL-ROUNDED ★ PROGRAM ★

At Athens competition is conducted in academic and military activities as well as in athletic. Hence, when a squadron is crowned as champion, the title signifies the fact that the members of the winning unit are leaders in all three phases of the program. Here the best squadron of the week raises its pennant as Lt. Commander Douglas Woodward (former Executive Officer who is now at sea) watches the proceedings with interest.

Numbered among those training at Athens are several cadets who have won high honors in battle and have been transferred from the fleet to take aviation training. Here Aviation Cadet Gallegher (with planes in hand) shows how a fighter might attack a bomber. The cadets won't argue with their shipmate for he has had considerable experience with the Flying Tigers.

Killing two birds with one stone is a commonplace happening in the Pre-Flight program. Here, cadets in the labor engineering group dig up some electric railway tracks, providing valuable metal for the war effort, and helping to improve the streets of Athens.

COLORS, 0800

Although the day is well under way at colors, the cadets pause in the day's occupation to raise the flag every day at 0800.

GYM AND TUMBLING

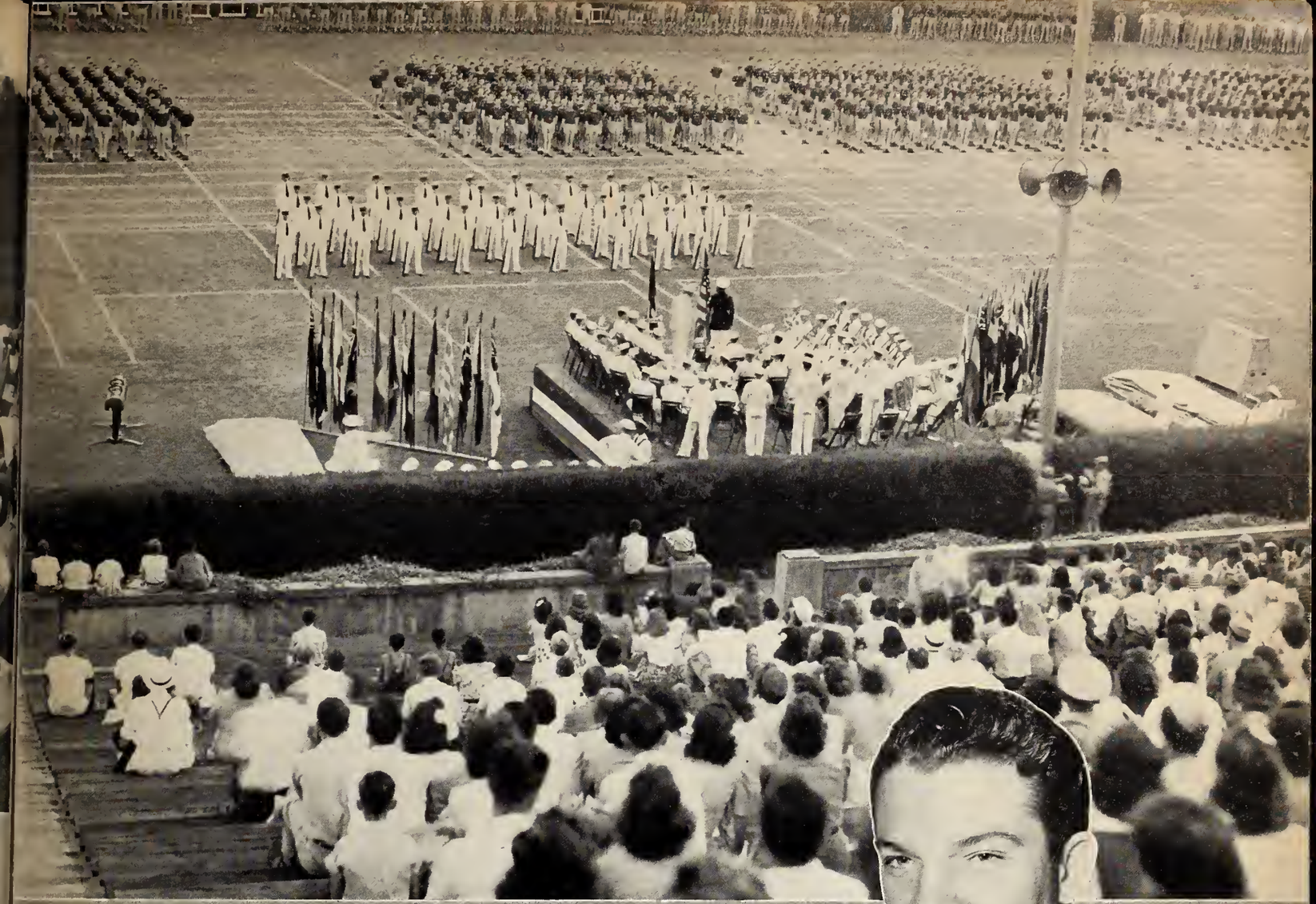
Gym and tumbling is an important part of the program. Tumbling classes are conducted outside. Cadets learn how to fall properly.

When the Skycrackers play football the regiment is behind them just as the college student supports the varsity. Here the cadets are shown at a rally before a big game.

Like many other activities signalling classes are conducted outdoors. Interested in this phase of training, the cadets become acquainted with the various flags in short order.

FOOTBALL RALLY

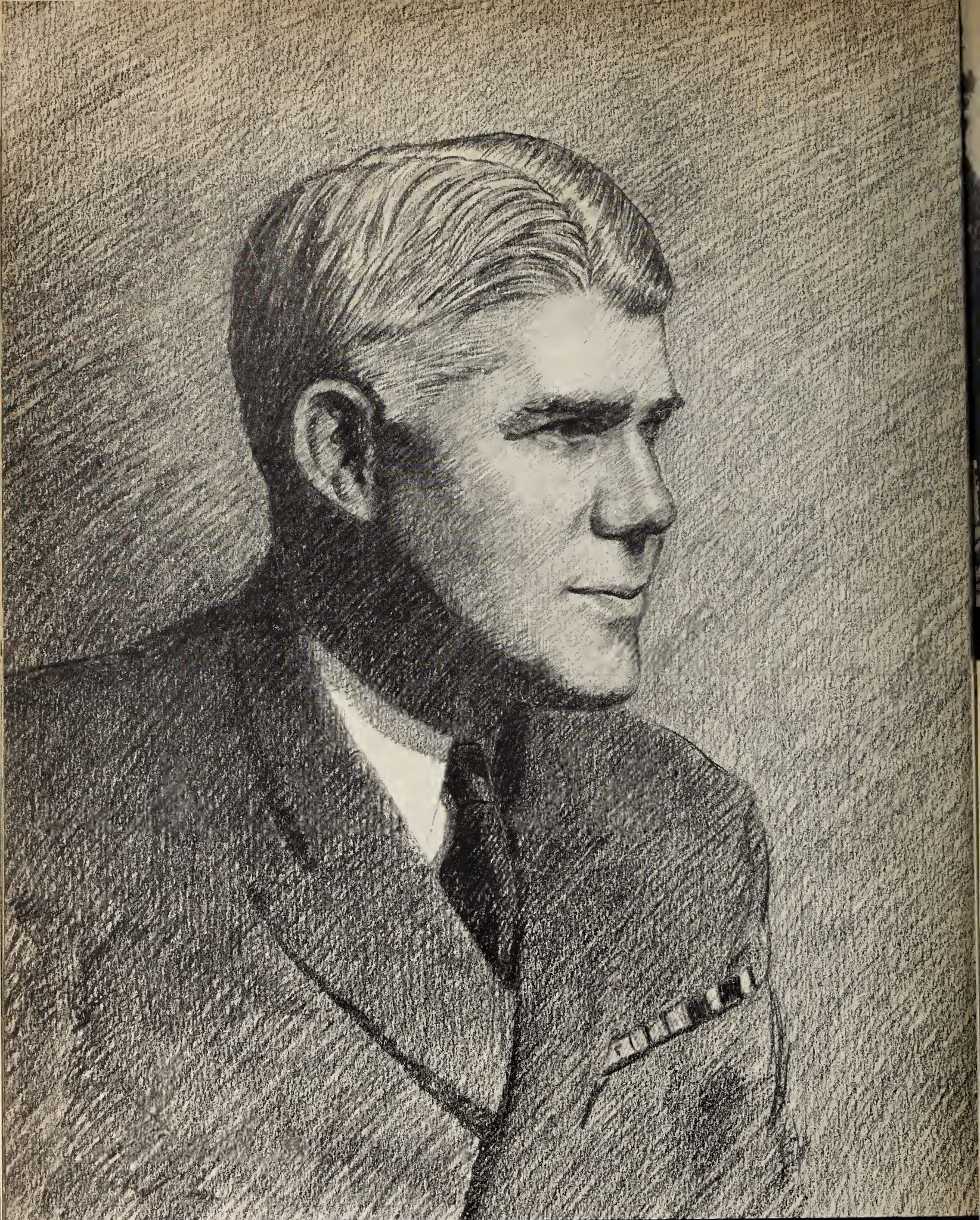
SIGNALLING CLASS



A year of achievement was celebrated at Sanford Stadium as an impressive military and physical training exhibition was presented by Naval aviation cadets and aviation pilot trainees of Navy, Marine Corps and Coast Guard. A huge crowd enjoyed the birthday celebration and was impressed by the efficiency with which the entire program was presented.

B. C. Trapp, A P first class, first aviation pilot graduate of Athens Pre-Flight to win Wings.

Louis C. Trousdale, wearing his newly-won gold wings and uniform of second lieutenant in U. S. Marine Corps, returns to visit Captain C. E. Smith, Commanding Officer.



COMMANDER JOHN P. GRAFF, USN (Ret.)
Commanding Officer, U. S. Navy Pre-Flight School
Chapel Hill, North Carolina

THE SKIPPER READ HIS ORDERS AND TOOK COMMAND.
THE EXECUTIVE OFFICER SET THE WATCH.
THE BOATSWAIN SOUNDED "PIPE DOWN"

TRANSFORMATION TO MILITARY STATION ACCOMPLISHED RAPIDLY AT CHAPEL HILL

THE selection of Chapel Hill as a site for a Navy Pre-Flight School was announced officially in Washington on 28 February 1942. The first officers arrived at the station on 24 March and set up temporary offices in Swain Hall on the University of North Carolina campus.

Since it was centrally located in the area which was to be taken over by the Navy, Alexander Hall was designated as the administration building. A vast amount of work was necessary to convert this dormitory into the well equipped administration building which the incoming cadets now see.

About the middle of April the Commanding Officer, Commander (now Captain) O. O. Kessing, U.S.N., arrived to inspect the work program and to direct the organization.

It was difficult to secure proper housing accommodations and some officers found it necessary to quarter themselves in the field house where they lay awake nights writing regulations, working up fire and air raid drills and blackout plans, and figuring out ideas for regimental organization and the myriad other details necessary for the complete organization of a new station.

The first two weeks in May saw many changes and developments in the school, and on 23 May the station was in good order for the commissioning ceremony at Kenan Stadium. Many distinguished visitors were present, both Naval and civilian. Commander Kessing read his orders and the U. S. Navy Pre-Flight School became a regularly commissioned station.

On 28 May the first battalion of cadets arrived, 242 in number. As soon as they logged in the cadets marched to Manly Hall, their new quarters. The civilian painters and workmen walked out one door as the cadets marched in the other.

The Pre-Flight School now took on a new aspect. The physical work was practically finished. The job now was to justify the existence of the school by turning out hardened men who could take it in the training which lay ahead of them and in the careers for which they were being prepared. Physical fitness data was compiled and carefully scrutinized from one week to the next. Progress was watched anxiously. It was apparent soon that the cadets were proving themselves in the ability to stand up under the rigorous program and all officers breathed more easily.

After three months of the various activities included in the training program, the day—22 August—dawned when the first battalion was ready to graduate. Proudly this group wore its new white uniforms and marched before envious shipmates who had been arriving every two weeks. The first graduation will not be forgotten by those who witnessed it.

No one cadet was named the first to report at the Hill. In the first battalion there were 242 cadets and all were logged in at the same time. Of that group two cadets were outstanding, Frank Harris and Jimmy Taylor. The former was the first regimental commander. The latter was the son of Lt. Commander James B. Taylor, Navy test pilot who was killed in an airplane crash. Funeral services were conducted for Lt. Commander Taylor on 27 May and immediately after leaving his father's grave Cadet Jimmy departed for Chapel Hill to begin his training. He was commissioned a few months ago at Corpus Christi. He was the leader of the first high school flying unit from the Third Naval District, the "Yankee Doodle Dandees."

In the first year there were many highlights. To list them all would take more space than is available.

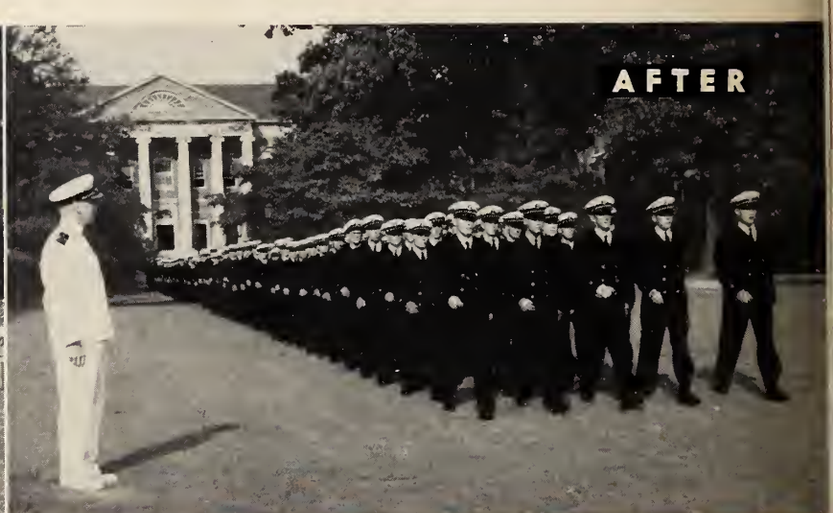
Commander Kessing left for duty in the Southwest Pacific on Thanksgiving Day of 1942. Impressive ceremonies were conducted at the time of his departure. He was succeeded by Commander John P. Graff who had served as Executive Officer under Commander Kessing. (Commander Kessing was promoted to Captain shortly after leaving the station and since that time he has been cited for his work in the Pacific Theater.)

During the first year of the school a large number of cadets entered training wearing medals earned in action. As a result of their fine work in the Navy and Marine Corps, they qualified for flight training and they have taken their pre-flight work at this station.

An anniversary celebration was conducted in Kenan Stadium on Sunday, 22 May, 1943. Highlight of the day was the presentation of the Silver Star Medal "for gallantry and intrepidity in action" to Cadet Anthony E. Kujawinski of the 22nd Battalion. Presentation was made by Commander John P. Graff, USN (Ret.), Commanding Officer of the school. It was the second award received by the former Marine Corporal since he reported at Chapel Hill, the first being the Purple Heart with which he was decorated a month previously. He served as a member of the crew of the USS Brooklyn during assault and occupation of hostile territory.

War heroes have come to Chapel Hill and have spoken to the cadets concerning their actual experiences in the combat areas. Famous visitors from civilian life have also addressed those in training. Several prominent radio personalities have entertained the cadets at the smokers. All things considered, the first year of the existence of the station has been a memorable one for all concerned. If there has been any one characteristic which has permeated the atmosphere at all times it has been the great desire of the cadets to get out into combat, and this fine spirit has indicated clearly that they are ready for the work at hand mentally as well as physically.

This is part of the first group of cadets to log in at Chapel Hill. The picture was taken a few minutes after they had arrived. A short time later they were marching to all activities.



This is the same group three months later. The Skipper looked on proudly as his first battalion marched on graduation day. Most of the cadets in this picture are now commissioned officers, fighting flyers in the Navy and Marine Corps.

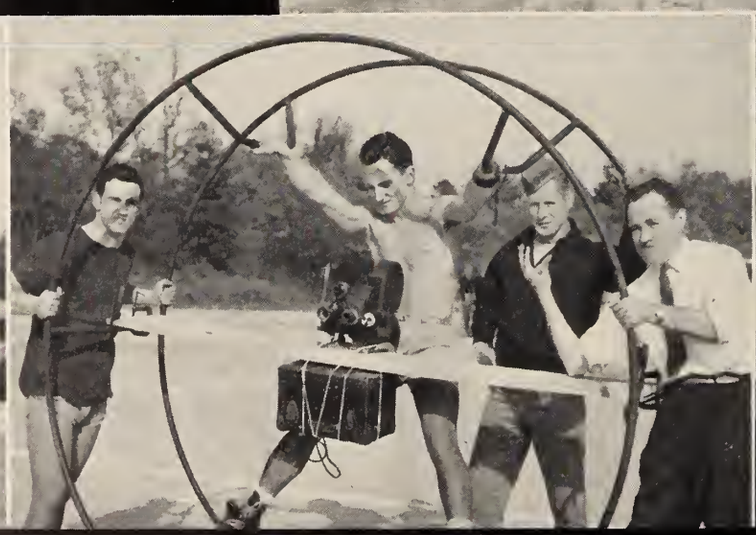
This is aviation cadet Gene Aiello painting a picture designed to typify the change that is wrought in a cadet through the medium of the training at a Pre-Flight School. A top man in the academic, athletic and military life at the North Carolina Pre-Flight School, Cadet Aiello somehow managed to find time in his busy day to produce several excellent paintings, the best of which was an oil work on canvas in four colors. It is the picture which is used on the cover of this program. The above drawing depicts him painting the picture. This painting is not his only memorial at Chapel Hill, for his fine all around qualities stamped him as one of the best cadets in Pre-Flight history.

A member of the 13th Battalion, Cadet Eugene Victor Lewis Aiello of Brooklyn, New York, was reported missing on 26 April, 1943, when the plane in which he was flying between Miami and Key West, Florida, did not return. On 24 April he had departed on a routine navigation flight and when the plane did not return search was made for its occupants. After an extensive search by aircraft and surface craft, an aviation life jacket was discovered. A navigator's watch was attached to it. Both items were issued for the flight. The body was not recovered. In view of the fact that the evidence pointed to the fact, the Secretary of the Navy said that all circumstances justify the conclusion that the boy is no longer alive. He was in training at the Naval Air Navigation School at Hollywood, Florida.
MAY HE REST IN PEACE.

No words ever have been uttered more sincerely than those spoken by Commander Thomas J. Hamilton, U.S.N. (pictured at the microphone as he paid tribute to his long time friend Commander (now Captain) O. O. Kessing when the latter was being detached from his duties as Commanding Officer at the U. S. Navy Pre-Flight School at Chapel Hill and going to a new billet in the Southwest Pacific.) Commander Hamilton, organizer and head of the Pre-Flight and Physical Training Program for Naval Aviation, gave high praise to Commander Kessing not only for the outstanding job which he had done at Chapel Hill but also for the fine cooperation which he extended in helping to organize the entire program, in serving on the committee which selected the sites of the Pre-Flight Schools and in contributing wholeheartedly of his services at all times. Commander Hamilton described the Skipper at Chapel Hill as one who typified the lofty aims of the training program.

When The Honorable Artemus L. Gates, Secretary of the Navy for Air, spoke to a graduating battalion at Chapel Hill, he spent considerable time in looking over all phases of the training program. A former football captain at Yale, Secretary Gates was particularly interested in the competitive sports activities and he is shown here as he watched with interest a contest between two squadron teams. Captain Frank Ward, USN, Director of Aviation Training in the Office of the Chief of Naval Operations, also enjoyed the various activities at Chapel Hill. Left to right in this photograph are Captain Ward, Commander John P. Graff, The Honorable Artemus L. Gates, and William Carmichael, Controller of the University of North Carolina.

Highlight of the first anniversary program was the presentation of the Silver Star to Cadet Anthony J. Kujawinski. Commanding Officer, Commander John P. Graff, pinned the medal on cadet Kujawinski.



No ordinary moving picture gear could get the fast moving action of the Pre-Flight program in its various angles. Thus, in order to show how the world looked to a cadet when in an upside down position, a photographer for the Grantland Rice Films secured his camera to a plank which was stretched midway across an aero-wheel.

The first cadet to return to Chapel Hill following his commissioning was Ensign Ray Jones, USNR. He spoke well of the training which he had received at the Hill and said that it had been of much benefit to him in subsequent work.

Classroom Scene

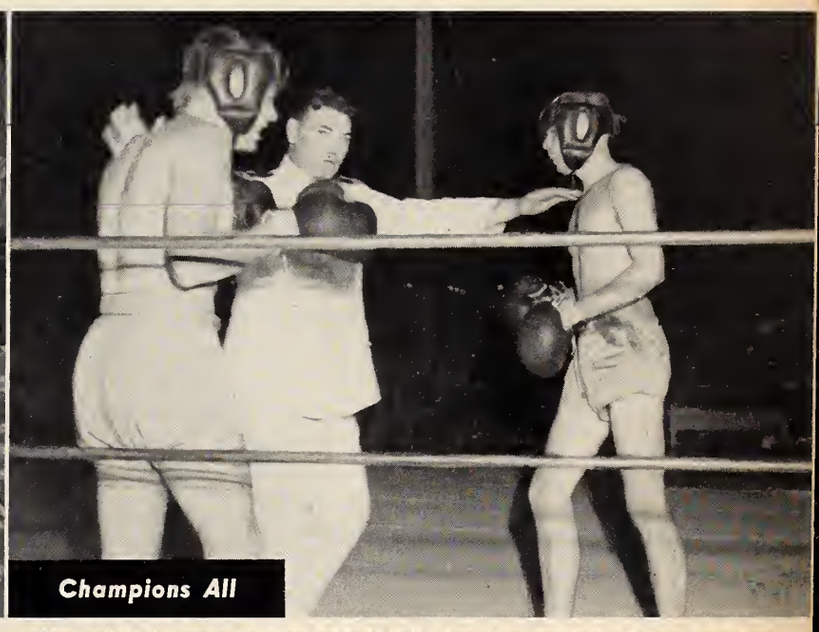
Undoubtedly one of the most popular subjects in the academic phase of the training program is Recognition. Here an instructor at Chapel Hill is shown as he presents a plane to his class and describes its characteristics.

Let's All Sing

The Cadet Glee Club, even though its personnel is constantly changing, can be counted upon for good music at Divine Services and at the Happy Hour get-togethers. The cadets find time to rehearse for all programs and do a good job in the Musical Department.

Abandon Ship

The swimming pools, in addition to the ordinary equipment, have various types of life saving gear on hand at all times. The accent is on techniques which can be used in battle and the cadets not only realize its value but also greatly enjoy the training.



Champions All

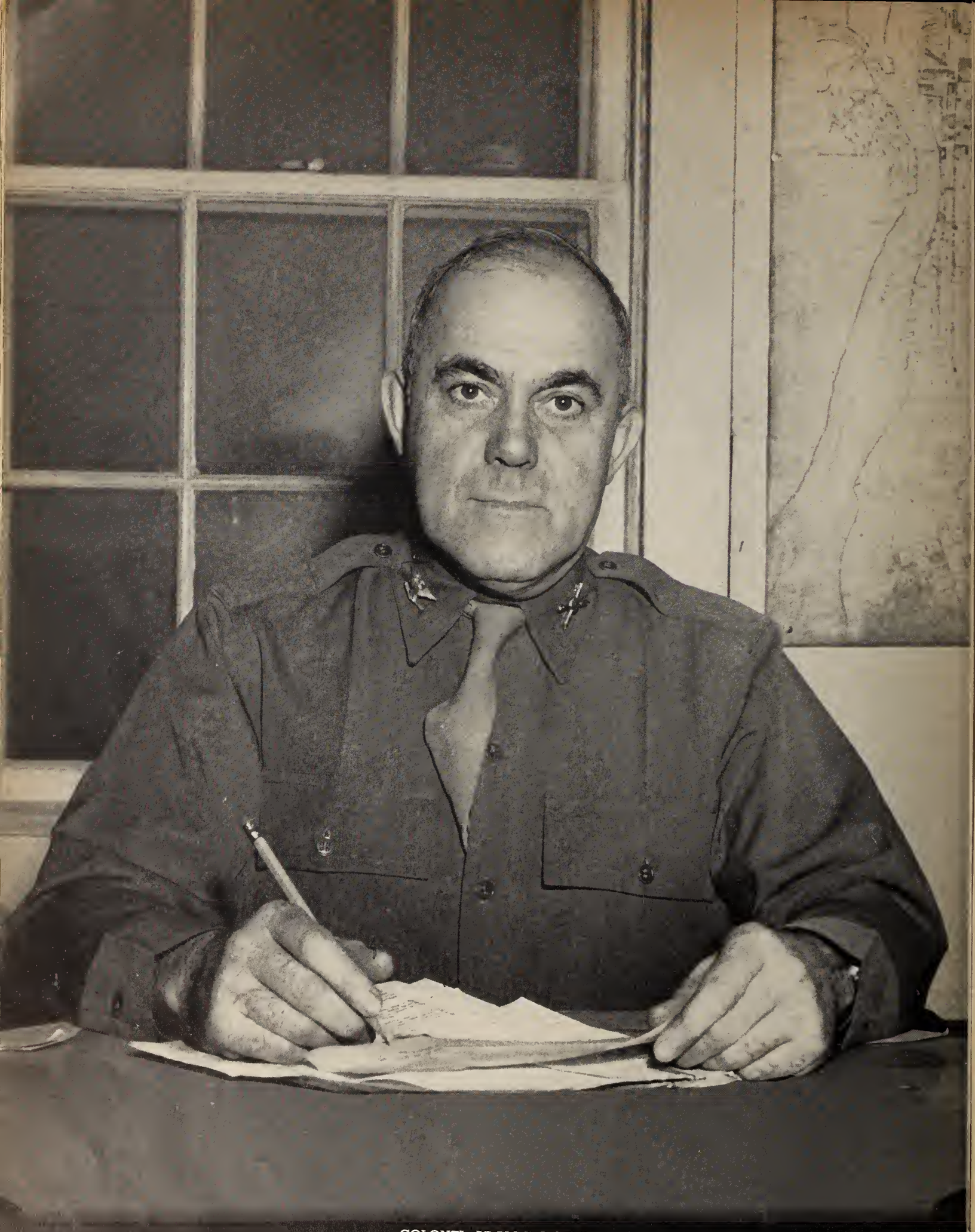
Two cadet champions got an added thrill when they squared off in a squadron title bout, for the referee was none other than the former world's title holder, Lieutenant Commander William Harrison (Jack) Dempsey, who is now in charge of physical training for the U. S. Coast Guard.

Marching Men

Military life does not cease when a cadet takes off his khaki uniform. Even when in athletic gear, the cadets march to all activities, and it is an impressive sight to see hundreds of young men in colorful athletic equipment marching in perfect military formation.

Smiling Through

The Pre-Flight cadets were never happier than when Kate Smith came to Chapel Hill and presented her show over a Coast to Coast hookup. Here some of the cadets gather with affable Kate and she seems to enjoy their presence as much as they enjoy hers.



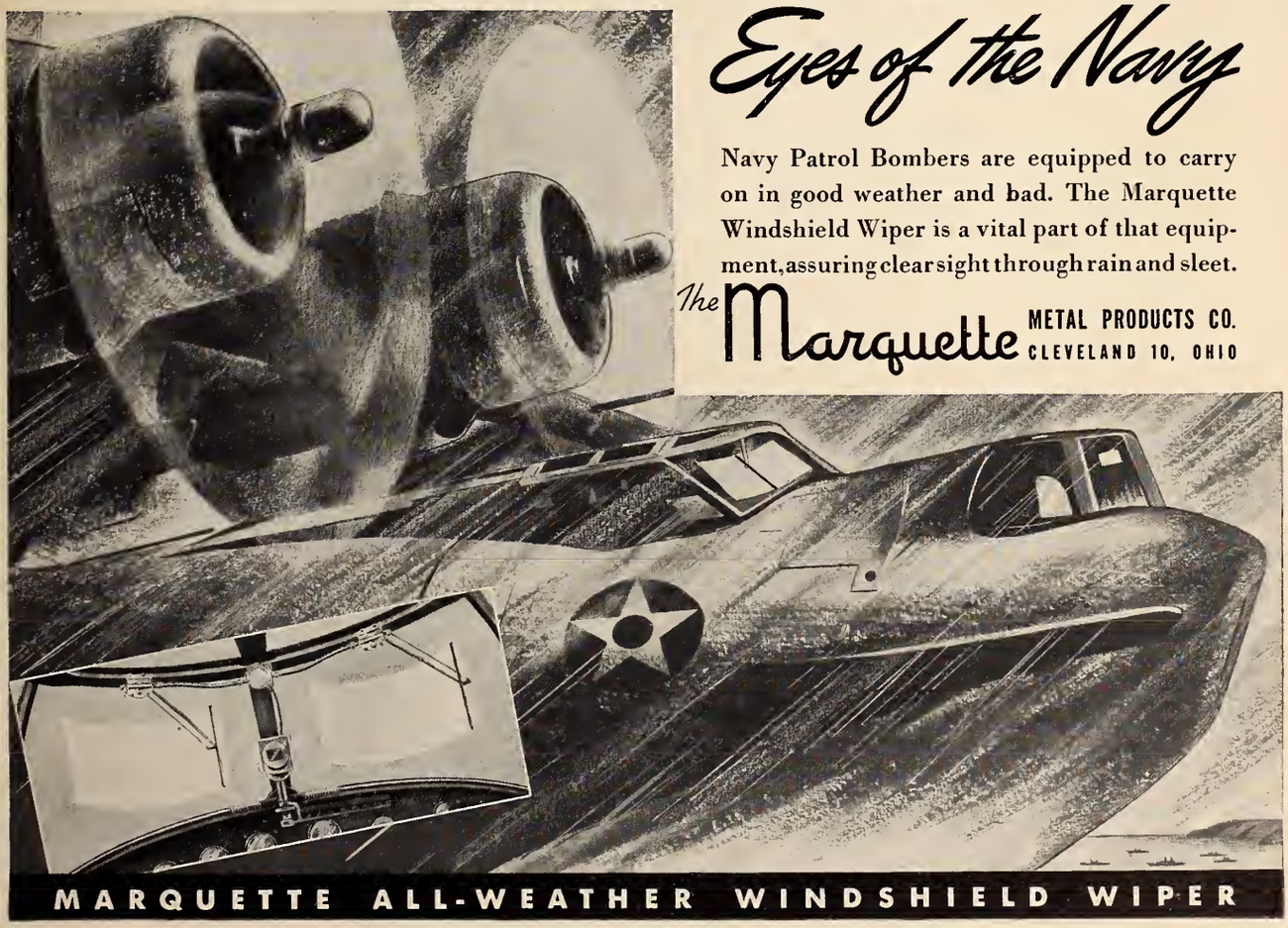
COLONEL ADAM E. POTTS
Camp Commander, Camp Davis, N. C.

"FINER FUELS FOR THE AGE OF FLIGHT"

First to produce 100-octane aviation gasoline in commercial quantities, Shell scientists also had a major part in developing the Alkylation Process which resulted in more aviation gasoline from a barrel of crude. And just last year they again increased the yield of 100-octane fuel with a new and plentiful "stepper-upper." . . . Achievements that have resulted in "Finer Fuels for the Age of Flight."

SHELL

AVIATION FUELS AEROSHELL OILS



Eyes of the Navy

Navy Patrol Bombers are equipped to carry on in good weather and bad. The Marquette Windshield Wiper is a vital part of that equipment, assuring clear sight through rain and sleet.

The Marquette METAL PRODUCTS CO. CLEVELAND 10, OHIO

MARQUETTE ALL-WEATHER WINDSHIELD WIPER

CAMP DAVIS

LE Nessing 60 | LT Thornton 44 | LG Primavera 27 | C Vannoy 45 | RG Fay 37 | RT Mellus 58 | RE Goldberg 54

QB Glass 25

LH Provenzano 20

RH Stoeckel 55

FB Bisceglia 50

SQUAD LIST

20	Provenzano, Angelo	back	43	Ostergren, Fred	back
21	Waugh, Frank	back	44	Thornton, Bob	tackle
22	Gower, Robert	guard	45	Vannoy, Frank	center
23	Mooney, Edgar B.	back	46	Hupka, Walter	tackle
24	Poletti, Roy	back	47	Baranoski, Ted	end
25	Glass, Tom	back	48	Yoder, Stanley	back
26	Santone, Victor J.	back	49	Chuiffi, Anthony	tackle
27	Primavera, Ralph	guard	50	Bisceglia, Jerome	back
28	Southward, Thomas	tackle	51	Crocker, Wallace	center
29	Baltz, Russell	end	52	Krumtinger, James	end
30	Yost, Leslie	back	53	Solomon, Dan	tackle
31	Palmer, Ralph	end	54	Goldberg, Allie	back
33	Bucci, Nicholas	back	55	Stoeckel, Edward	back
35	Shubert, John L.	tackle	56	Holzman, Morris	guard
36	Dudak, John	back	57	Bezemes, John	back
37	Fay, Edward	guard	58	Mellus, John	tackle
39	Nebelecki, Alfred	back	60	Nessing, Joe	end
40	Aldsworth, Henry	guard	61	Schmidt, Donald	tackle
42	Henstock, Ernest	center	62	Robinson, Marion	tackle
			63	Kohte, Donald E.	center

OFFICIALS

Referee ..... R. R. Sermon (Springfield)
Umpire ..... J. H. Stallings (Duke)

NORTH CAROLINA PRE-FLIGHT

LE Norman 85 | LT Calo 73 | LG Long 68 | C Stehlin 50 | RG Jones 65 | RT Suydam 72 | RE Kleiber 82

QB Miller 29

LH Bennett 43

RH Beattie 11

FB Norris 32

SQUAD LIST

10	Howard, Robert	back	51	Kent, Charles J.	center
11	Beattie, Charles	back	53	Hamilton, Hugh	center
13	Wolfinbarger, Carl A.	back	55	Wermuth, Charles	center
14	Wilkinson, Clyde E.	back	60	Learned, William C.	guard
15	Muir, Wm. H.	back	62	Young, Louis A.	guard
16	Hare, Cecil	back	63	Zera, Anthony F.	guard
18	Gale, George	back	65	Jones, Donald	guard
20	Dye, William H. H.	back	66	Morgan, Clifford B.	guard
21	Purvis, C. G.	back	67	Callahan, Robert	back
22	Krywicki, Bill S.	back	68	Long, William R.	guard
23	Hino, Stanley A.	back	69	Heflin, William	guard
24	Hart, Paul	back	72	Suydam, William E.	tackle
25	Russell, John F.	back	73	Calo, Vincent J.	tackle
29	Miller, John T.	back	74	Mabee, William F.	tackle
30	Elser, Don	back	75	Douglas, James	tackle
32	Norris, Albert	back	77	Kuzman, John	tackle
33	Cleri, Victor	back	79	Evangelista, P.	tackle
38	Annis, Robert E.	back	80	Lowans, Warren	tackle
39	Moriarta, Webster	back	81	Ramin, Robert F.	end
40	Kellogg, Robert F.	back	82	Kleiber, A. G.	end
41	Wear, Wendell W.	back	83	Gattuso, J. B.	end
42	Sweeney, Pau F.	back	84	Mals, Raymond	end
43	Bennett, Vernon	back	85	Norman, Raymond E.	end
50	Stehlin, R. W.	center			

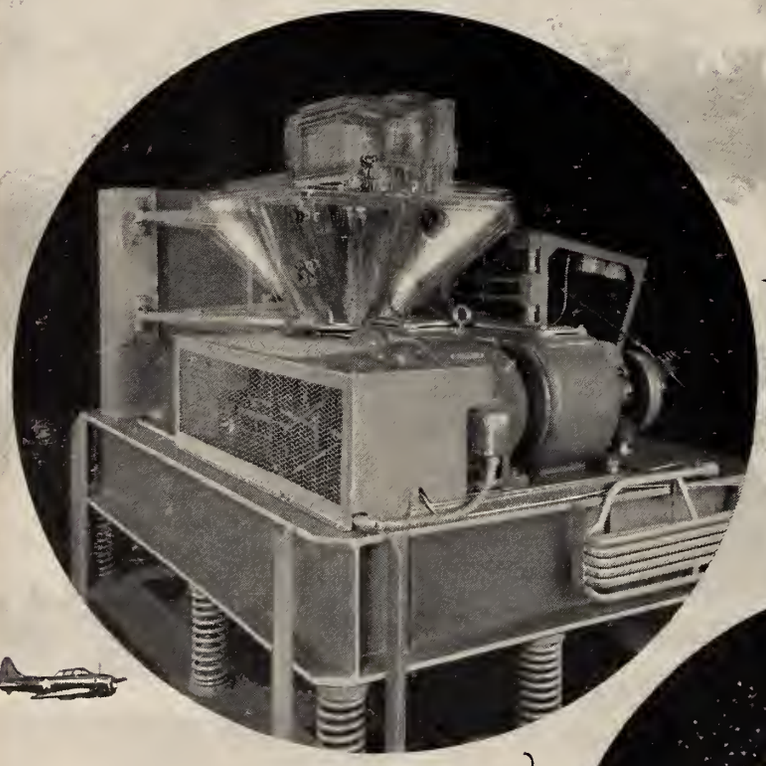
OFFICIALS

Linesman .....George P. Compton (Randolph Macon)
Field Judge .....George S. Proctor (Richmond)

BUY WAR BONDS

RCA AVIATION RADIO

Efficiency and stamina proved by severe and exhaustive tests at every step of design and production

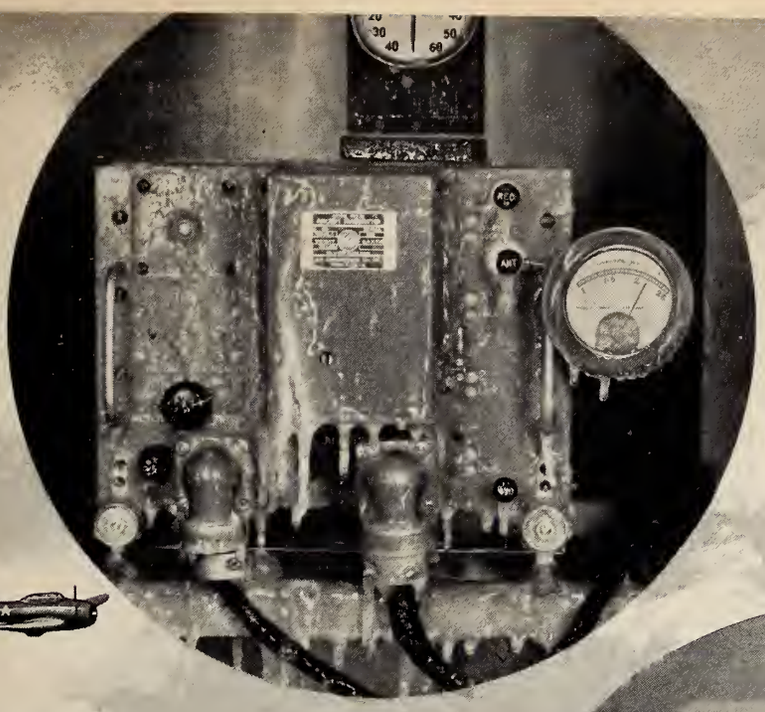


SHAKE-DOWN TEST

Just as a naval vessel undergoes a shake-down cruise, RCA AVIATION RADIO equipment gets its "shake-down" cruise, right in the RCA laboratory. On the machine shown above, it is subjected to vibration up to 3,000 cycles a second. Vibration duplicating that of the smallest plane to the largest bomber—accelerations equivalent to ten gravities!

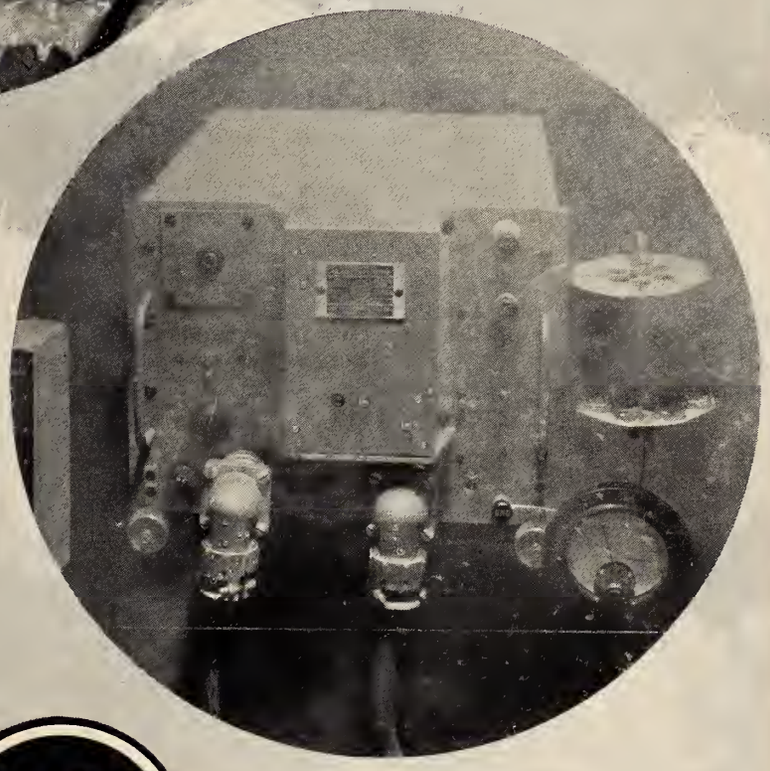
ALTITUDE: 40,000 FEET

In this RCA plastic "altitude" chamber RCA AVIATION RADIO equipment is tested at low atmospheric pressures—checked for high altitude flashovers and leaks—scanned for tuning shifts and "breathing"—inspected for evidence of every kind having any possible bearing on its ability to give dependable service at any altitude.



ARCTIC REHEARSAL

It's cold at high altitudes—but aircraft radio must function despite frigid temperatures. That is why RCA AVIATION RADIO equipment is subjected to intense cold in RCA laboratory refrigeration chambers — cold well below the lowest stratospheric temperatures — as low as —76°F.



RCA "SWEAT ROOM"

In steaming jungle landing-fields and dispersal areas RCA AVIATION RADIO equipment must serve without failure or faltering —regardless of heat and humidity. The ability of RCA aircraft radio units to meet extreme requirements is assured by exposure to steam-saturated atmosphere at 140°F. and 95% humidity!

RCA VICTOR DIVISION

RADIO CORPORATION OF AMERICA

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Head Football Coach
U. S. Navy Pre-Flight School

MAJOR HENRY A. JOHNSON
Head Coach of Football
Camp Davis

LT. COMDR. B. A. INGWERSEN, U.S.N.R.
Director of Athletics
U. S. Navy Pre-Flight School

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IN ALL SIZES UP TO 2½"

LIGHT DETACHABLE FITTINGS FOR BETTER PERFORMANCE, SERVICE AND MAINTENANCE

HOSE UNAFFECTED BY MINERAL OIL, GAS, WATER, FREON AND OTHER FLUIDS

EASY ASSEMBLY IN YOUR OWN SHOP BY UNSKILLED LABOR

AEROQUIP CORPORATION
JACKSON, MICHIGAN, U. S. A.

Continental Powered Boeing Trainers

for

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GREAT BRITAIN
CHINA
U. S. NAVY
U. S. AIR CORPS

Continental Motors Corporation
Aircraft Engine Division
MUSKEGON, MICHIGAN

HERE AT . . .

Kelsey-Hayes

. . . we are doing our utmost to cram every hour with sixty minutes' work.

While Naval Aviation flys for freedom, we will do our part to furnish the tools so essential to final Victory.

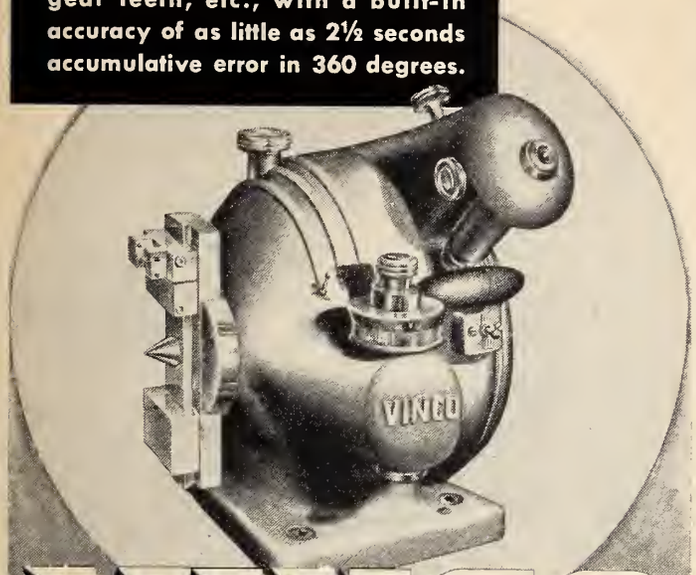
☆

THE KELSEY-HAYES WHEEL COMPANY
Detroit, Michigan

STATISTICS OF CAMP DAVIS FOOTBALL SQUAD

No.	*Name*	*Position*	*Home Town*	*Ht.*	*Wt.*	*Age*
40	Aldsworth, Henry	G	No. Attleboro, Mass.	5-11	190	24
29	Baltz, Russell	E	Millstadt, Ill.	6-1	195	19
47	Baranoski, Ted	E	Scotch Plains, N. J.	6	190	21
57	Bezemes, John	B	Peabody, Mass.	5-11	175	23
50	Bisceglia, Jerome	B	Harrison, N. Y.	6	210	24
33	Bucci, Nicholas	B	Newburgh, N. Y.	5-7	170	25
49	Chuiffi, Anthony	T	Pittsburgh, Pa.	5-8	195	20
51	Crocker, Wallace	C	Corinth, Miss.	5-9	195	27
36	Dudak, John	B	Brattleboro, Vt.	6	195	21
37	Fay, Edward	G	Pittsburgh, Pa.	6	190	20
25	Glass, Tom	B	New Orleans, La.	5-11	190	24
54	Goldberg, Allie	B	Brooklyn, N. Y.	6	190	22
22	Gower, Robert	G	Scranton, Pa.	5-10	185	23
46	Hupka, Walter	T	E. Chicago, Ill.	5-10	200	24
42	Hemstock, Ernest	C	Binghamton, N. Y.	5-10	192	30
56	Holzman, Morris	G	Milwaukee, Wisc.	5-7	195	23
63	Kohte, Donald E.	C	Chicago, Ill.	6-4	220	27
52	Krumtinger, James	E	Kewanee, Ill.	6-7	210	19
58	Mellus, John	T	Wilkes-Barre, Pa.	6	210	26
23	Mooney, Edgar B., Jr.	B	Keansburg, N. J.	5-8	165	23
39	Nebelecki, Alfred	B	No. Tonawanda, N. Y.	5-8	170	18
60	Nessing, Joe	E	Meriden, Conn.	5-11	180	23
43	Ostergren, Fred	B	Westwood, N. J.	5-9	170	20
31	Palmer, Ralph	E	Pt. Pleasant, N. Y.	6-2	194	25
24	Poletti, Roy	B	San Luis Obispo, Cal.	5-8	180	23
27	Primavera, Ralph	G	Wilmington, Del.	5-9	190	23
20	Provenzano, Angelo	B	Oak Park, Ill.	5-6	165	20
62	Robinson, Marion	T	So. Bend, Ind.	6	215	25
26	Santone, Victor J.	B	Pittsburgh, Pa.	5-6	175	20
61	Schmidt, Donald	T	Baltimore, Md.	5-10	210	23
35	Shubert, John L.	T	Plains, Pa.	6	195	20
53	Solomon, Dan	T	Cleveland, Ohio	6-1	225	24
28	Southward, Thomas	T	Swampscott, Mass.	5-11	195	27
55	Stoeckel, Edward	B	No. Tonawanda, N. Y.	5-10	175	24
44	Thornton, Bob	T	So. Orange, N. J.	6	250	22
45	Vannoy, Frank	C	Sierra Blanca, Texas	6-3	200	26
21	Waugh, Frank	B	Rockford, Ill.	5-10	160	21
48	Yoder, Stanley	B	Bowling Green, Ohio	6-2	200	24
30	Yost, Leslie	B	Keyser, W. Va.	5-10	190	26

VINCO OPTICAL MASTER INSPECTION DIVIDING HEAD is an inspection instrument used for checking spacing of gear teeth, etc., with a built-in accuracy of as little as 2½ seconds accumulative error in 360 degrees.



VINCO
Corporation
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PRODUCT OF
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The familiar bomber nose is a PLEXIGLAS nose

PLEXIGLAS, the crystal-clear acrylic plastic in the familiar bomber nose and other transparent parts aboard every type of Navy plane, was developed in Rohm & Haas laboratories, first brought to commercial production in Rohm & Haas plants.

3 awards ta Rahm & Haas Campany and its assaciated firms, The Resinaus Praducts & Chemical Campany and Charles Lennig & Campany.

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Washington Square, Phila. 5, Pa.

Manufacturers of Chemicals including Plastics . . . Synthetic Insecticides . . . Fungicides . . . Enzymes . . . Chemicals for the Leather, Textile and other Industries.

AEROQUIP HOSE LINES

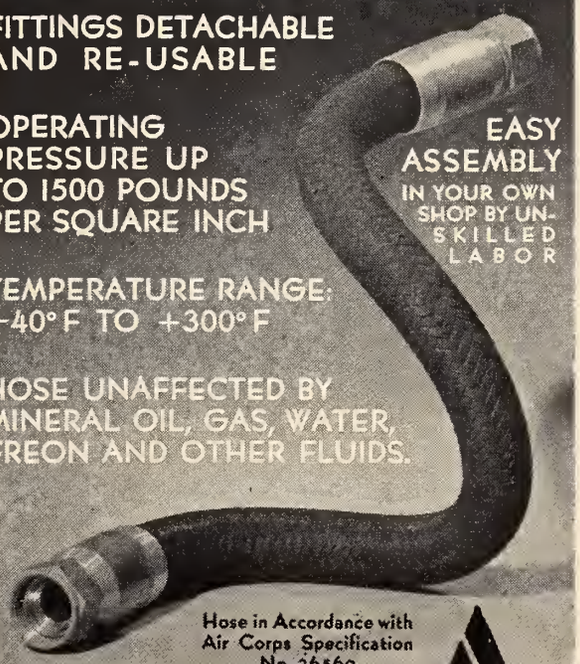
FITTINGS DETACHABLE AND RE-USABLE

OPERATING PRESSURE UP TO 1500 POUNDS PER SQUARE INCH

EASY ASSEMBLY IN YOUR OWN SHOP BY UNSKILLED LABOR

TEMPERATURE RANGE: −40° F TO +300° F

HOSE UNAFFECTED BY MINERAL OIL, GAS, WATER, FREON AND OTHER FLUIDS.



Hose in Accordance with Air Corps Specification No. 26569

IN ALL SIZES FROM ⅛" TO 2½"

AEROQUIP CORPORATION
JACKSON, MICHIGAN, U. S. A.

STATISTICS OF NORTH CAROLINA PRE-FLIGHT FOOTBALL SQUAD

No.	*Name*	*Position*	*Home Town*	*Ht.*	*Wt.*	*Age*
38	Annis, Robert E.	B	Plattsburg, N. Y.	5-10	177	19
11	Beattie, Charles	B	Watertown, N. Y.	5-11	170	20
43	Bennett, Vernon	B	Red Bank, N. J.	5-10	180	23
67	Callahan, Robert	B	Rochester, N. Y.	5-10	179	19
73	Calo, Vincent J.	T	North Arlington, N. J.	6-1	185	19
33	Cleri, Victor	B	Lockport, N. Y.	5-8	155	21
75	Douglas, James	T	Reedville, Va.	6-2	189	20
20	Dye, William H. H.	B	Pomeroy, Ohio	5-7	140	28
30	Elser, Don	B	Gary, Ind.	6-3	220	30
79	Evangelista, P.	T	Liverpool, N. Y.	5-8	191	21
18	Gale, George	B	Mishawaka, Ind.	5-10	180	25
83	Gattuso, J. B.	E	Bulsboro, N. J.	5-9	178	19
53	Hamilton, Hugh	C	Mt. Lebanon, Pa.	5-11	175	23
16	Hare, Cecil	B	Spokane, Wash.	5-9	190	24
24	Hart, Paul	B	Folcroft, Pa.	5-11	180	20
69	Heflin, William	G	Fredericksburg, Va.	5-7	170	26
23	Hino, Stanley A.	B	Shenandoah, Pa.	5-7	172	31
10	Howard, Robert	B	Worcester, Mass.	5-7	170	19
65	Jones, Donald	G	Lancaster, Pa.	6	180	26
40	Kellogg, Robert F.	B	Wynne, Ark.	5-8	150	26
51	Kent, Charles J.	C	Washington, D. C.	5-11	183	20
82	Kleiber, A. G.	E	Valley Cottage, N. Y.	6-3	200	20
22	Krywicki, Bill S.	B	Wilkes Barre, Pa.	5-9	170	26
77	Kuzman, John	T	Coaldale, Pa.	6-1	230	28
60	Learned, William C.	G	Clinton, Mass.	5-6	180	22
68	Long, William R.	G	Cumberland, Md.	6	180	20
80	Lowans, Warren	T	Columbia, Pa.	6-1	190	21
74	Mabec, William F.	T	Lynn, Mass.	5-11	188	19
84	Mals, Raymond	E	Canonsburg, Pa.	6-2	185	21
29	Miller, John T.	B	Philadelphia, Pa.	6	185	20
66	Morgan, Clifford B.	G	Salisbury, N. C.	5-9	173	27
39	Moriarta, Webster	B	West Chester, Pa.	5-10	185	20
15	Muir, Wm. H.	B	Massillon, Ohio	5-9	176	29
85	Norman, Raymond E.	E	Wheeling, W. Va.	6-1	180	21
32	Norris, Albert	B	Kearny, N. J.	6-1	190	22
21	Purvis, C. G.	B	Mattoon, Ill.	5-9	180	27
81	Ramin, Robert F.	E	Williamsport, Pa.	6-2	190	22
25	Russell, John F.	B	Altoona, Pa.	5-11	175	21
50	Stehlin, R. W.	C	Easton, Pa.	6	205	20
72	Suydam, William E.	T	Columbia, Pa.	6-1	190	21
42	Sweeney, Pau F.	B	Boston, Mass.	5-10	155	18
41	Wear, Wendell W.	B	Huntingdon, Pa.	5-9	150	27
55	Wermuth, Charles	C	Wilkes Barre, Pa.	6-2	200	28
14	Wilkinson, Clyde E.	B	Laredo, Texas	5-10	175	28
13	Wolfinbarger, Carl A.	B	Antioch, Ill.	5-10	175	30
62	Young, Louis A.	G	Narberth, Pa.	5-10	175	24
63	Zera, Anthony F.	G	Glassport, Pa.	5-9	180	24

V...—

ENLISTED FOR THE DURATION!

★

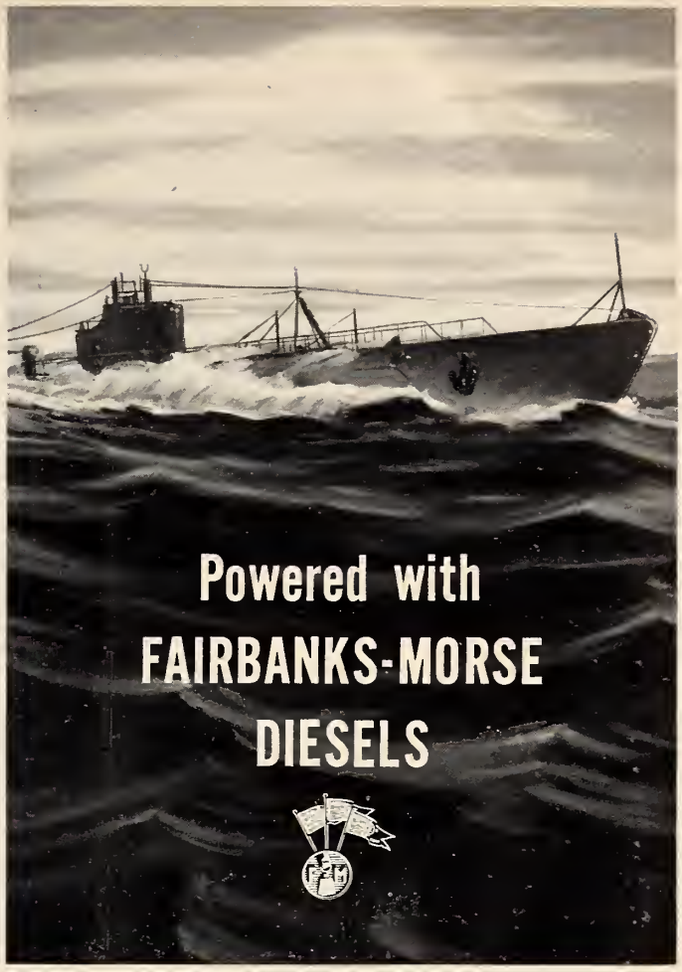
Eureka—men, women, machines, every resource—is dedicated to the most important task we've ever faced . . . victory for the United Nations and the triumph of right over wrong!

It will require undying devotion, complete cooperation and important sacrifices of us all. But what we're fighting for is well worth it.

We are fully conscious of our great responsibility . . . shall *never* take it lightly. Our every facility has long been diverted from peacetime pursuits to the production of war products. And our reputation for precision manufacture and progressive engineering is fast earning new stripes in this vital role.

Yes, we know our job and its importance . . . we are determined to do everything within our power towards making ours the finest-equipped fighting force the world has ever seen.

EUREKA
VACUUM CLEANER COMPANY
DETROIT, MICHIGAN



GAR WOOD INDUSTRIES, INC.

BUY WAR BONDS

Detroit, Mich.

WE RISE TO SAVE

Cannon flashes from ships out on the edges of the world; clouds of planes circling the earth to eclipse the wrath of planets; the studied, steady upbeat of rolling war drums echoing a mighty purpose; a line of war trucks quickly etched against a blazing sky and gone again.

For America.

For a cottage, a hill and orchard trees, a drowsy baby buggy in the sun, a young child in the doorway with a smile—with eyes beyond and far-flung down the path, and fixed delightedly upon a man too tired to lift his happy eyes.

Afar, a chimney tall and red, a line of smoke, a town of homes and people with its bustling streets, its vision to be great, its soul, its quickening life.

This is America.

FEDERAL MOTOR TRUCK COMPANY
DETROIT, MICHIGAN

CAPTAIN GEORGE W. STEELE, USN (Ret.)
Commanding Officer, U. S. Navy Pre-Flight School
Del Monte, California

WEATHER IDEAL FOR PRE-FLIGHT PROGRAM AT DEL MONTE, CAL.

THE U. S. Navy Pre-Flight School at Del Monte, California, newest of the five activities set up by the Bureau of Aeronautics to condition Aviation Cadets for the strenuous training program, was commissioned February 13, 1943, thus joining the Bureau's "fleet" designed to produce the best flyers in the world.

Ideally located on the beautiful Monterey Peninsula, 130 miles south of San Francisco, the Del Monte school enjoys perfect weather conditions for year 'round outdoor activity in the excellent physical fitness program that is designed to make the cadets tougher and smarter than the enemy.

December 17, 1942, the Navy Department announced the selection of the 3-million dollar Hotel Del Monte, playground of the rich and famous, as the site of the school and the necessary alterations and reconstruction to make the hotel into a "ship" began immediately. Named as commanding officer was Captain George W. Steele, USN (Ret.), who then was in command of the Pre-Flight School at St. Mary's College, Calif.

The hotel's large dining room and kitchen, two 4-story wings, outdoor pool and extensive polo field were found to be made-to-order for a Pre-Flight School. The main building, housing the administration, athletic, academic and military offices and mess hall, in addition to two battalions of cadets, was named the Yorktown, for the gallant aircraft carrier. The two wings, each housing two battalions, also were named for carriers, the Saratoga and the Lexington.

The first officers came aboard the USS Del Monte, January 1, 1943, and February 4 the First Battalion of cadets, 250 strong, moved into quarters in the Yorktown as the school began operations. February 13 the school was officially put into commission. Rear Admiral Hugo W. Osterhaus, Captain Steele, Colonel Roger S. Fitch, commandant, Ford Ord; Comdr. Clyde W. King, USNR, commanding officer, Navy Pre-Flight School, St. Mary's College; and Mr. S. F. B. Morse, president, the Del Monte Properties Company, participated.

Thus the famous hotel, known throughout the world as a vacation spot for the elite, officially became a part of the Navy and received its most honored guests.

Captain Steele's staff includes Lieut. Comdr. George D. Fitzhugh, USNR, executive officer; Lieut. Comdr. Carl J. Forsberg, USNR, regimental officer; Lieut. Comdr. Norman Loader, USNR, academics head, and Lieut. M. J. Gary, USNR, director of athletics.

February 18 saw the arrival of the Second Battalion and every two weeks thereafter a battalion arrived, until the complement of 1,500 cadets, making up six battalions, was on board.

"Keep in mind that your country is at war, that Naval Aviators already in service are fighting all over the world and that they will need your help as soon as you can join them." Thus spoke Captain George W. Steele, U.S.N. (Ret.) to members of the 1st Battalion at the commissioning ceremony.

Another milestone was reached when the First Battalion was graduated, May 1, in ceremonies involving the entire regiment of cadets. Speakers were Captain Steele, Lieut. Comdr. Fitzhugh, Lieut. Comdr. Forsberg, Lieut. Comdr. Loader, Lieut. Gary, Lieut. C. R. Walter, USNR, commander of the graduation battalion; and Lieut. Comdr. Frank R. Hamilton, USN, the Chaplain.

Three cadets shared honors as the top men in the battalion—B. H. Trout, Santa Maria, Calif.; G. M. Gibble, Bell, Calif.; and M. A. Yorston, Compton, Calif. Each recorded a composite grade of 3.60.

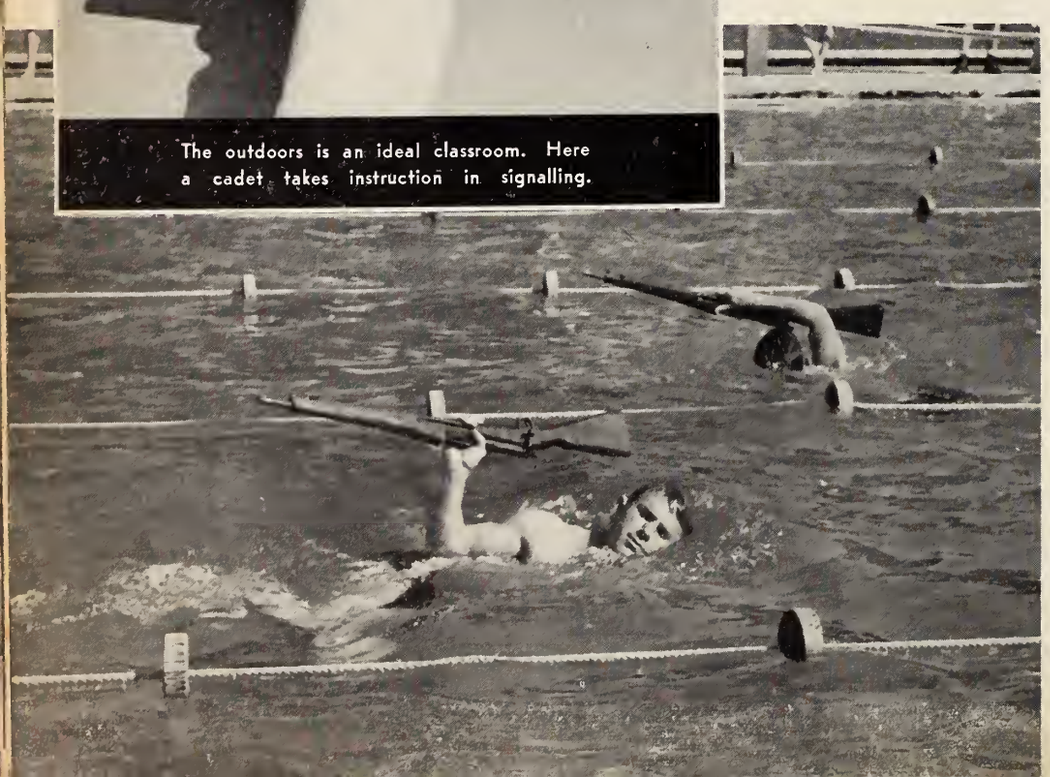
Cadets at Del Monte, itching to fly the Navy's "hot" planes in combat, make the most of the advantages enjoyed during their 3-month program that embraces the military, academic and athletic phases of the training routine. With 365 well-kept acres on which to carry out the outdoor military and athletic activities, the cadets quickly reach the peak of condition. From February 13 to August 1, rainy weather interfered with the program on only four days. One of those days the outdoor schedule was cancelled and another of the days caused the program to be shortened. The other two days the weather was not sufficiently bad to halt outdoor operations.

The outdoors is an ideal classroom. Here a cadet takes instruction in signalling.

Although a good part of their Navy lives will be spent in the air, the cadets of today will be officers of tomorrow, and whether on the ground or in the sky they will have to know how to handle men. Thus, the military training which they receive at Pre-Flight is important and considerable stress is placed on this phase of each day's occupation.

★

Since the practical aspects of swimming are emphasized at all stages of the Naval Aviation Physical Training Program, the cadets take extensive instruction in swimming under battle conditions. Here cadets swim while holding their rifles above water. There is not much recreation to swimming of this nature, but the cadets enjoy it as they realize its worthwhileness.



1. The oft-used statement that a run over the obstacle course develops many muscles needs no greater proof than this picture.

2. Rugby is a popular sport at Del Monte. There is plenty of competition in this contest.

3. Marines teach the cadets how to use firearms and the men enjoy the instruction.

4. The knowledge of signalling is important to any Navy man. At Pre-Flight the cadets get an extensive course in this subject.

WATER POLO

Competition, the keynote of the entire program, serves to make good swimmers even more proficient. When the cadets show ability in the pool they find an outlet for their talents in the rugged game of water polo. At no station is this game more popular than at Del Monte where several contests take place daily.

Each cadet is given the physical fitness test periodically every three months throughout his training. With one-third his body weight strapped to his back, he steps up and down on a sixteen-inch platform for five minutes. This test, much too severe for men over thirty years of age, gives a good index of ability to do strenuous exercise and the ability of the body to recover from it.

PHYSICAL FITNESS TEST

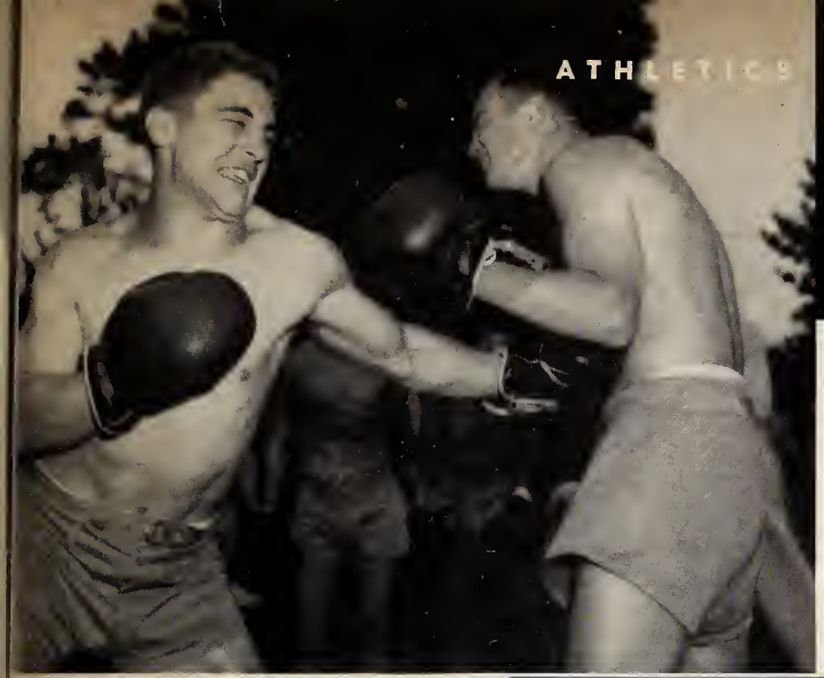
RANKING CADET

★ One of the most interesting stories in the Naval Aviation training program today concerns Cadet Joseph H. Ruetz. An All-America guard and excellent student at the University of Notre Dame, Ruetz entered the coaching profession upon completion of his college career. He was employed as line coach at St. Mary's College. Cal., and had completed most of his studies towards a doctorate at the University of California when this nation entered the war.

He wanted to be a Navy flyer, but he weighed 215 and that was too heavy for him to qualify. He was commissioned in the Naval Aviation Physical Training Program and was assigned to the St. Mary's Pre-Flight School, as a platoon leader and coach in the sports program. A member of the 1942 varsity football team, was commonly regarded as one of the greatest linemen in Pacific Coast history and was chosen on Grantland Rice's All-America-All-Navy team.

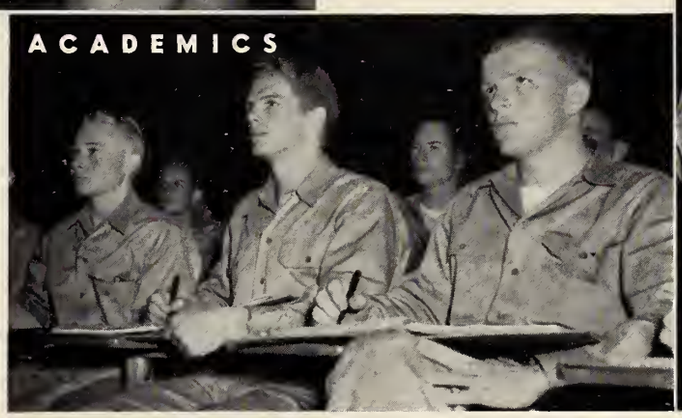
When the weight requirements were changed, he qualified to become a Naval Aviation cadet, reported to the War Training Service School at Susanville, California, did well in his pilot training and moved on to Del Monte Pre-Flight School. At Del Monte, he compiled an average of 3.87, highest in the history of that school or of St. Mary's. He ranked first in ground school training with a 3.85 mark, tied with two others at 3.90 for officer aptitude and ranked second in athletics.

In the above photograph he is shown speaking to his fellow cadets on graduation day. Captain Steele and Lt. Commander Norman J. Loader. Head of the Academic Department, are standing behind Cadet Ruetz.



In Pre-Flight training the three phases of the program count equally in determining the over-all average of the cadets. A cadet must have a passing grade in his academic, military and athletic work in order to be transferred to a primary air station. Passing grade is 2.5. Perfect mark is 4.0.

← Contact, a word which is part of the vocabulary of every aviator, has considerable significance to the Pre-Flight cadets. The vigorous contact sports which are designed to teach the cadets how to recover from a well administered body blow are excellent training devices. Every cadet receives instruction in every sport.



Recognition is one of the most important courses in academics. In this photograph the cadets have all eyes focused intently on a plane which they are endeavoring to identify. Recognition is popular not only at Pre-Flight Schools but throughout the entire training. →

Cadet Paul L. Hern is one of the best marksmen at Del Monte. He has amazed some of his mates by the frequency with which he has perforated the bull's eye.

With mixed emotions of pride (in the realization that they have set a good example to all who were to follow them) and joy (in the thought that they were now about to get a chance to fly Navy planes), the members of the 1st Battalion heard talks by Captain Steele and the department heads and then moved on to primary training. Similar scenes have been enacted every fortnight since 1 May 1943. ↓

DEL MONTE has been complimented on several occasions by highly ranking officers for the excellent military bearing of its personnel. An extensive military program is enhanced by the daily activities of the cadets. They march to all classes in strict formation.

When the Pre-Flight training is completed and the outgoing battalion is ready to move on, the improvement which they have made gives the graduates a justifiable feeling of pride. Recently arrived battalions, dressed in khaki, watch the senior group march smartly and realize that the training pays dividends.

No matter how frequently an individual may see a graduation he cannot fail to be impressed by the thorough-going military manner in which the ceremony is conducted.

CAPTAIN DAVID C. HANRAHAN, USN (Ret.)
Commanding Officer, U. S. Navy Pre-Flight School
Iowa City, Iowa

FIRST U. S. NAVY PRE-FLIGHT SCHOOL

COMMISSIONED AT IOWA CITY

THE U. S. Navy Pre-Flight School at the State University of Iowa, Iowa City, Ia., was formally commissioned 15 April 1942. The first Navy Pre-Flight School to be commissioned, it went into immediate operation under the command of Capt. David C. Hanrahan, U.S.N. (ret.). Present at the commissioning ceremony were the Honorable Artemus L. Gates, Secretary of the Navy for Air, Rear Admiral John Downes, Commandant of the Ninth Naval District. Governor George A. Wilson, of Iowa, and President Virgil Hancher, of the University of Iowa.

The first contingent of cadets—242 in all—arrived in Iowa City 28 May to begin the three-month training course at the newly-established school. The first cadet to report was Donald James Stewart, of Indianapolis. This initial battalion completed training 23 August 1942 and went on to the primary phase. In that graduating class was Earl Baugham. On 28 March of this year Baugham won his Navy Wings of Gold at Pensacola and became the first of the Iowa Pre-Flight alumni to be commissioned. Since that time battalion after battalion has come abord—one every fortnight—and their ranks, in ever-increasing numbers, have received the coveted wings and are now in service with Navy and Marine air arms and in lighter-than-air duty.

Some half dozen officers were aboard when the school was commissioned. Today that nucleus has been expanded to almost 200. An original ship's company of 30 also has reached a strength of 200.

First anniversary of the school was observed last 15 April. The celebration consisted of a regimental review, an afternoon of freedom for the cadets, and a stag party that evening in the Fieldhouse.

Pre-Flight New Type Of Naval Station

When the Iowa Pre-Flight School was launched, there was presented a new type of naval base, the first of its kind. The program was devised to enable the men who fly for the Navy to keep pace

MIDWEST ANNAPOLIS OF THE AIR DEDICATED AT COLORFUL CEREMONIES

Donald J. Stewart was the first aviation cadet to report aboard a pre-flight school in this nation. Here he is greeted by Captain David C. Hanrahan, as executive officer Lt. Commander John M. Bloom and Athletic Director Lt. Colonel Bernard A. Bierman look on with interest.

with the tremendous mechanical improvements in the machines they pilot; to make them the toughest fighting men in the world, just as their planes are the best of their type in existence.

The Iowa school has amply fulfilled this purpose by its intensive eleven-week triple program—athletic, academic and military—with emphasis on physical conditioning. It has been accomplished by a thorough regimen of training in military drill, mass exercises, instruction in seven sports, intramural completion in ten sports and varsity competition in six—baseball, football, gymnastics, wrestling, track and cross country. Many hours are spent in the classroom, where cadets are taught recognition of planes and ships; aerial navigation; mathematics; aerology; essentials of naval service; code and naval visual signalling, such as semaphore and blinker.

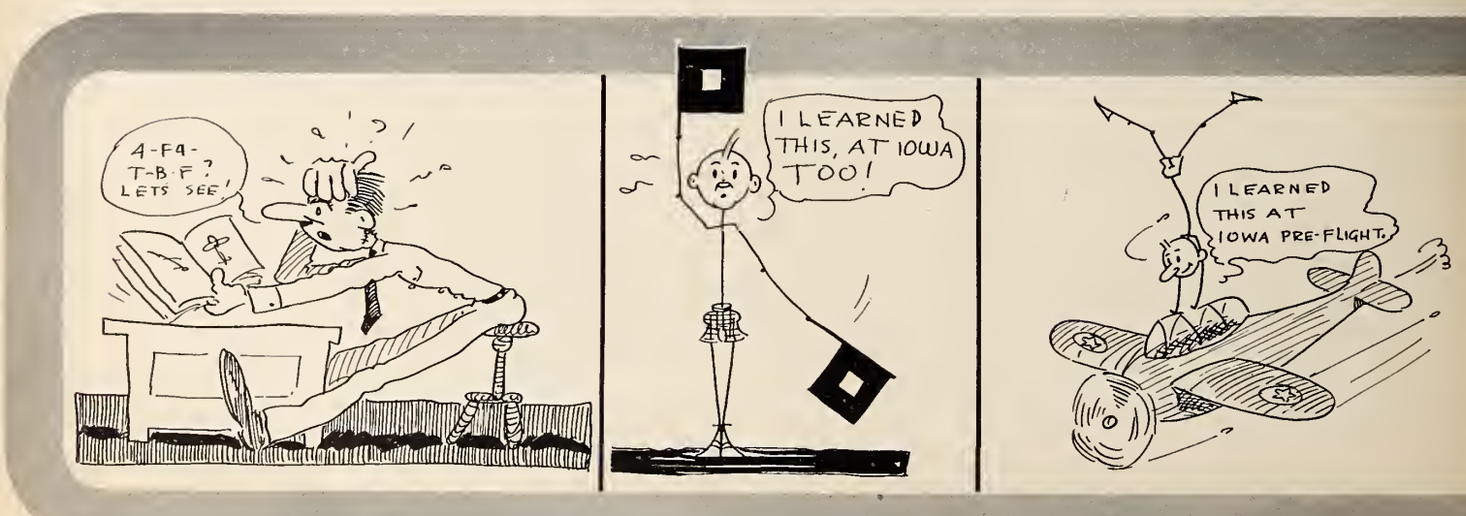
Competition For All Cadets

In the course of a typical month, cadets receive 44 hours of basic sports instruction and approximately 45 hours of sports competition. Divided into twelve squadrons, the cadets engage in 156 basket ball games; 48 swimming meets; 72 soccer games, and 120 gymnastic meets. In addition, each cadet takes part in six boxing and six wrestling bouts per month.

Varsity teams of the school have become nationally known, particularly the 1942 Seahawk football eleven, which met and on seven of ten occasions, defeated strong collegiate opposition. Its baseball teams, both in 1942 and 1943, have hung up impressive records. The 1942 cross country team won the ational Servicemen's Championship.

Until last June, the Pre-Flight athletic program in Iowa was under the direction of Lt. Col. Bernie Bierman, U.S.M.C.R., former gridiron coach of the University of Minnesota. Upon his detachment for duties elsewhere, with the Marine Corps, he was succeeded by Lt. Comdr. Harvey Harman, who at the time of his appointment was Athletic Director of the Navy's Pre-Flight School at Chapel Hill, N. C. Under them, the physical conditioning program at Iowa Pre-Flight has been carried on by a staff of officers replete with leading names in many fields of sport.

Iowa Pre-Flight is fulfilling its mission.



COMPETITION

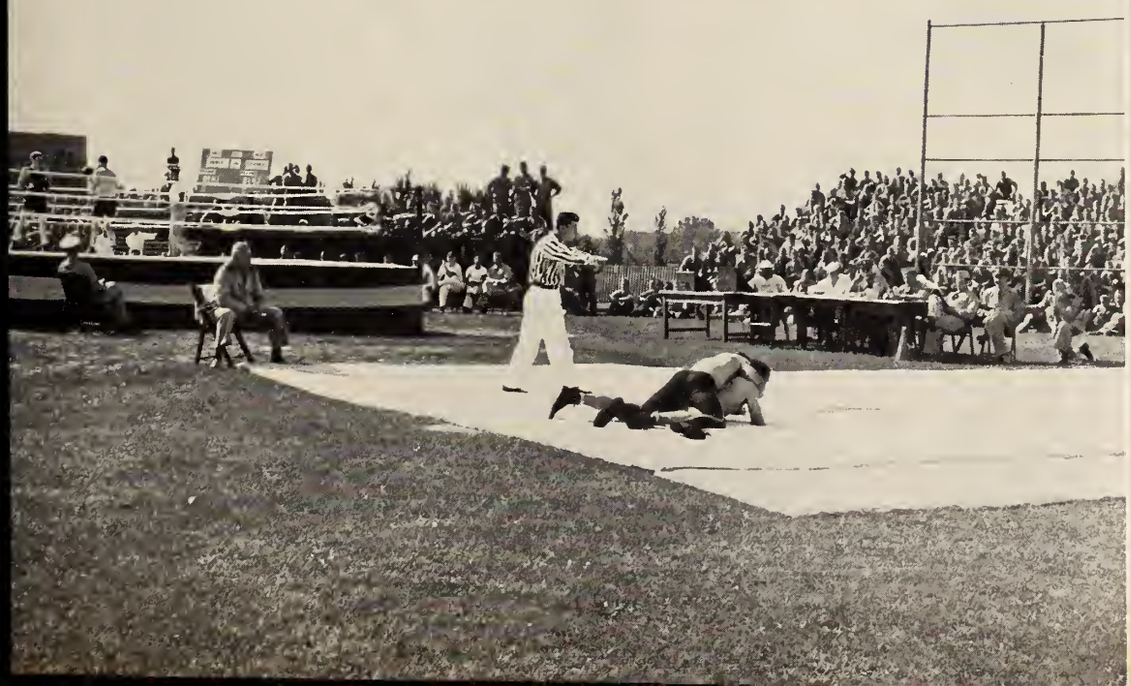
MILITARY ← TRACK

Competition in the hurdles events trains cadets to move rapidly over fences while travelling at top speed. Cadets watch the regimental championships with great interest.

Meat and potatoes of the physical training program is competition, because it is on the athletic fields and the gymnasium floors that the cadets' will to win is whetted and that other characteristics of the fighting flyer are developed. Chief medium of competition is the sports program in which all cadets participate.

OBSTACLE COURSE →

One of the best known features of Pre-Flight training is the obstacle course. Designed so that all who traverse it may exercise every muscle, it sometimes combines swimming with track as one cadet, pictured herewith, discovers.



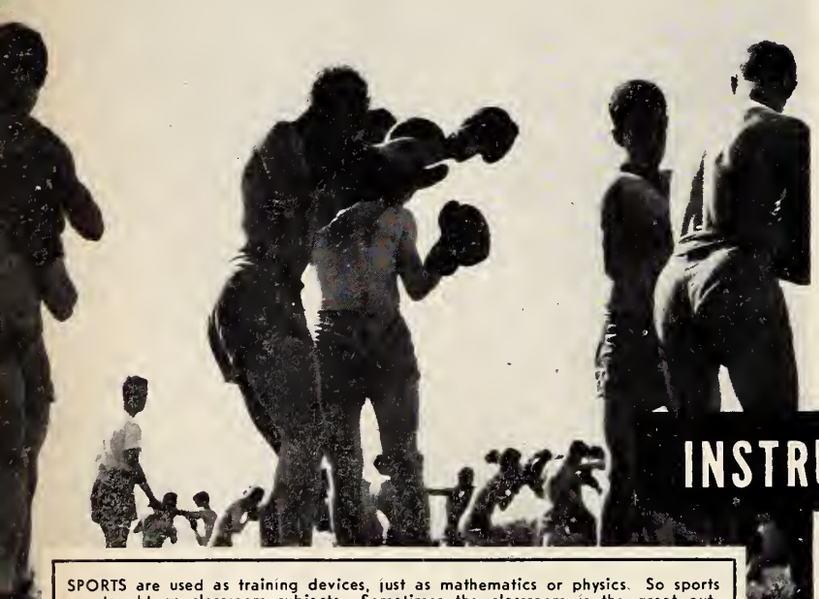
BOXING ← AND WRESTLING

As often as possible, the cadets do their competing outdoors. This photograph is typical of varied sports scenes at Iowa City. While two cadets go at it in a boxing match, another pair, only a few feet away, battle for wrestling supremacy. The cadet spectators enjoy the twin bill.

MILITARY

COLUMN LEFT—MARCH! Since the cadets of today will be the officers of tomorrow, they must learn how to give commands as well as how to receive them. Hence, they spend hours on the drill field and they are at home in any military company.

READY ON THE RIGHT? READY ON THE LEFT? READY ON THE FIRING LINE? Familiar words to shooting men, these commands ring out daily as the cadets learn how to use firearms. Co-ordination pays off here as it does on the athletic fields.



INSTRUCTION

SPORTS are used as training devices, just as mathematics or physics. So sports are taught as classroom subjects. Sometimes the classroom is the great outdoors, but, in or out, the cadets enjoy instruction in the various sports.

RECOGNITION of ships and planes is a strong forte of Pre-Flight cadets. The present recognition system in use throughout the Navy was inaugurated at Pre-Flight Schools. It is a difficult job to fool any cadet on any ship or plane.

CONTRAST

MANUAL LABOR, facetiously dubbed "engineering" by cadets, is a part of the regular program. The cadets build fields, obstacle courses and otherwise improve the physical appearance of the station. Occasionally they swab the decks.

THE SKIPPER enjoys the dance even as do the cadets. Recreation is provided for the Pre-Flighters at Iowa City, and one of the most popular forms of entertainment is the dance which is conducted at regular intervals. The station band furnishes the music and all hands have a good time.

HAND STAND
ELBOW STAND
SIT-UP USING BOTH BARS
SHOULDER BALANCE
SIT-UP USING SINGLE BAR
CADETS WHO ASSIST THOSE ON BARS ARE CALLED "SPOTTERS"
THE "SPOTTERS" IN TURN, ALSO PERFORM ON THE BARS

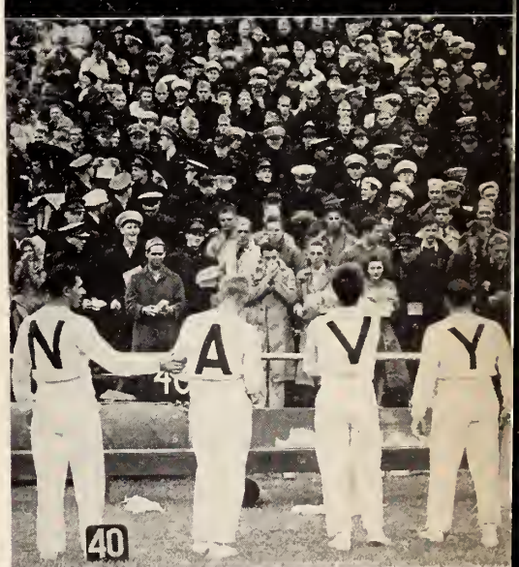
EVEN though Iowa has excellent indoor facilities, much of the training is conducted outside, for there is no substitute for sunshine and fresh air.

Distinctive feature of the program is the outdoor gymnasium. Completely equipped, the gym is believed to be the first of its kind in America. Cadet labor and discarded or second hand material made it possible to construct the gymnasium at very little expense. Included in the apparatus are innovations which would not be usable indoors, such as the "parachute jump" from a raised platform into a sawdust pile, and a peg walk, consisting of a series of stakes driven into the ground, upon which the cadets walk to develop balance and stretch.

In the above photograph, the cadets by means of the exercises, are strengthening their arms and shoulders and acquiring balance. They are also learning to be at home when in an upside down position, a feat which has a carry-over value to flying.

PRE-FLIGHT DIET is superb. Well-balanced meals in which quanity and quality are features enable the cadets to take the rigorous training in stride.

EMPHASIS is on the practical at all times. Here the cadets learn how to use their pants for life-saving purposes.



RAIN does not keep the cadets away when the Seahawks play at home. The regiment turns out en masse when the varsity football team performs at Iowa City.

COMMANDER CLYDE W. KING, USNR
Commanding Officer, U. S. Navy Pre-Flight School
St. Mary's College, California

REAL ESPRIT DE CORPS PREVAILS AT ST. MARY'S PRE-FLIGHT SCHOOL

WHEN the Navy directed its various units to stage a special one-day war bond sale on July 4th, 1943, St. Mary's Pre-Flight set a goal of $50,000 for itself. Although they were anxious to see their personnel come through handsomely on this drive, Navy officials reminded the School that after all it was a comparatively small institution and its personnel shouldn't bite off too much.

Officers in charge of St. Mary's Pre-Flight were undaunted by this advice, for they knew their men. A rally was staged in the huge new drill hall for all officers, cadets, ship's crew and civilian employees. Oratory and flag-waving were taboo. The assembly was simply told by Executive Officer, Lt. Comdr. Fred W. Pierce that the purpose of the meeting was to sell bonds for cash to those who could buy them in addition to their monthly bond allotments. A stage show got under way and in nothing flat the famous St. Mary's Pre-Flight self generating enthusiasm filled the place. When the rally ended an hour later, $117,200.00 worth of war bonds had been sold!

This is just a sample of the spirit of St. Mary's Pre-Flight that you catch after you've been there a short while. You realize that here is being forged that peculiarly American combination of a fighting man—a man of discipline and one well schooled in team work and yet always a self-reliant rugged individualist. As you watch St. Mary's cadets marching on the drill field, studying in the classroom, firing on the range, knocking each other around on the athletic field, sitting reverently in the chapel, raising the roof at a regimental boxing bout, passing in review at a graduation ceremony, strolling with their girl friends on a Sunday afternoon liberty, greeting their officers with a smile and a snappy salute—you get the feeling that these lads are the real American stuff and will soon take their place among the best fighters Uncle Sam has ever had.

It was just a year ago last Feb. 27 that Brother Austin, president of St. Marys College, received a telegram from the Navy Department, Bureau of Personnel, informing him that his institution had been selected as the site of one of the Navy's new Pre-Flight Schools. The first officers came aboard Apr. 22, and then, under the direction of Captain George W. Steele, Commanding Officer, and Lt. Comdr. Clyde W. King, Executive Officer, began the gigantic job of changing a quiet rural college into a bustling war training school. Barracks were erected hurriedly, new roads built, and equipment for courses in military, academic and athletic subjects set up.

Early on the morning of June 9th. Richard A. Mayes of Dallas, who had been a student at Southern Methodist University, and James H. Fiser of Morrilton, Ark., from Arkansas Tech, logged in to become the first cadets to report for training. Two days later approximately 250 cadets were aboard and classes were started for the First Battalion. The official commissioning of the station took place June 13.

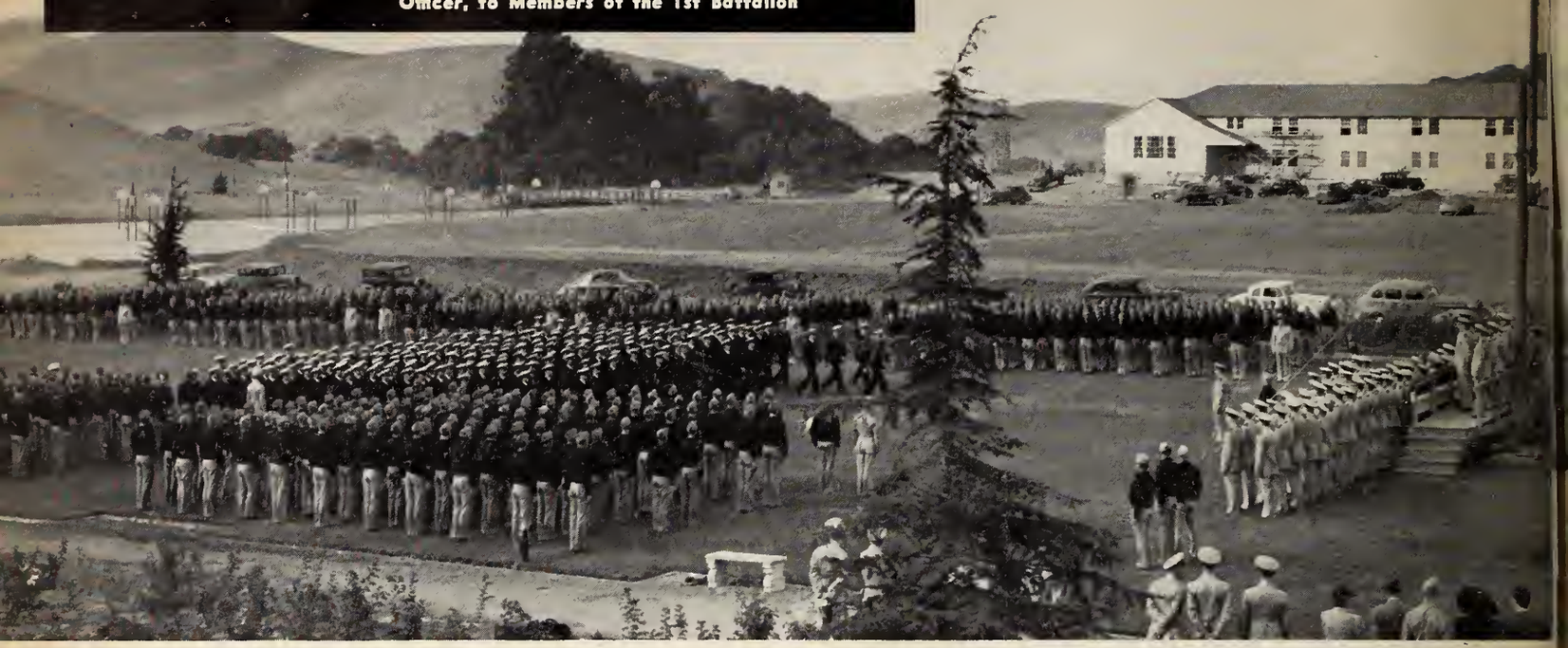
By Sept. 1, the First Battalion had completed its intensive academic, military and physical conditioning course, and was graduated with impressive ceremonies in Sampson Square. Top ranking student in the First Batt was Paul Jackson of Eugene, Ore., who

Throughout the history of the Navy, religion has played a prominent part in the activities of its personnel. The fact that chaplains are assigned to duty aboard all large ships and shore stations is indicative of the high place of religion in the Navy. So, too, is the fact that the church banner is flown above ensign at time of divine services and that all officers and men, regardless of creed, have an opportunity to worship in the manner prescribed by their religion.

Pictured herewith is the chapel at St. Mary's Pre-Flight School.

"The war will undoubtedly be raging by the time you pass your flight training and win your wings, and you will see combat service. The battles you will take part in will last for only a few minutes. That is the nature of aerial warfare but the results of those battles will depend on your fitness. There will be long waits and months of preparation. It will be a tough life. BUT DON'T LET DOWN."

Captain George W. Steele, Commanding Officer, to Members of the 1st Battalion



The first battalion marches in review at graduation ceremonies held in its honor on 1 September 1942.

moved on to the Naval Air Station at Pasco, Wash., to continue his training.

During the station's first summer, a highly successful coaching school was staged, with 200 men from the coaching and physical education departments of leading western universities, junior colleges, and high schools, as well as several prominent newspaper men, attending.

When the Navy decided to put a fifth pre-flight school in commission early this year and to locate it at Del Monte, many of St. Mary's officers were detached for duty there. Captain Steele became Del Monte Pre-Flight's skipper; Lt. Comdr. George D. Fitzhugh, head of the military department at St. Mary's, was named Del Monte's "exec," and numerous other top flight officers moved on to give the new school the benefit of their experience.

With the detachment of Captain Steele, Lt. Comdr. King became Commanding Officer at St. Mary's and soon was promoted to the rank of commander.

St. Mary's Pre-Flight's first year was one of great growth. A destroyer bridge complete in every detail was built on Sampson Square and dedicated to Lieut. Richard S. Bull, USN. Rear Admiral Elliott Buckmaster, chief of the Naval Air Primary Training Command, of which St. Mary's Pre-Flight is a unit, came aboard to inspect and later sent back a special commendation to St. Mary's cadets for splendid military bearing. Welcome guests also were Captain, now Rear Admiral, Arthur W. Radford, chief of aviation training for the Bureau of Aeronautics, Commander Tom Hamilton and his right hand man, Lt. Comdr. Frank H. Wickhorst, who had worked so hard to organize the pre-flight school program under Captain Radford.

A mammoth new drill hall and 50-meter swimming pool were dedicated on anniversary day. Added by the Navy during its first year had been three huge barracks, ten athletic fields, one of the country's trickiest obstacle courses, 15 outdoor basketball courts, a recreation building, many new boxing and wrestling rings, a rifle range, and many other extensive improvements.

The greatest source of satisfaction to St. Mary's Pre-Flight officers as they now move well into the second year of the station's life is not in physical improvements but in the knowledge that there is something fine and distinctive about a St. Mary's Pre-Flight cadet. The informal motto that all of them soon adopt—"Be a tiger!"—gives an inkling into the way their enthusiasm and competitive spirit grow at their School. There is plenty of trouble ahead for the enemy when these young men carry this fighting spirit into battle.

Captain George W. Steele, USN (Ret.) was the first Commanding Officer at the St. Mary's Pre-Flight School and his Executive Officer was Commander Clyde W. King. They are pictured here. Captain Steele is now Commanding Officer at the Del Monte Pre-Flight School and Commander King is the Commanding Officer at St. Mary's.

Signalling classes are conducted from the bridge of the U.S.S. RICHARD BULL, which simulates a destroyer bridge in every respect. The realistic atmosphere aids the cadets in their work.

Dick Bull Established Lofty Traditions For Future Naval Airmen

Dick Bull always loved aviation. When he was at the Naval Academy he spent most of his time buying rides in almost any kind of a ship. He was a fine end in football but had trouble in practice because even when he would be running down the field under a punt he would invariably look up if a plane would pass over his head. He could not keep his eyes out of the sky when a plane was within hearing or seeing distance.

After graduation and service in the fleet, he went to Pensacola at the earliest opportunity and became a full fledged Naval aviator. Following duty in fighter squadrons he went to England to work with the British in helping to instruct them in the use and operation of Grumman Wildcat airplanes.

He engaged in various battles of the Pacific and Lieutenant Commander "Buzz" Borries is authority for the fact that the last time anyone saw Dick he was chasing seven Jap planes by himself around a cloud. He never returned. It was typical of his zeal and valor that he chased the enemy. He has been awarded a posthumous Navy Cross and has established lofty traditions for future airmen to follow.

Cadet helmsman is at wheel. The compensating binnacle is in front of him. The engine room annunciator is on the starboard side. Even though they are due to be aviators, the cadets enjoy learning about the mechanism of a ship.

Anchors Aweigh. At each graduation a parade is part of the ceremony held in honor of the outgoing battalion. Here the regiment is about to pass in review as the Commanding Officer and his staff salute the colors.

Time, tide and the Recognition instructor wait for no man. In classes in Recognition the cadets must identify the planes and ships, both allied and enemy, in split second time. It is important that they learn how to do this as there is often very little time to make up one's mind in actual combat. Recognition is very popular with cadets.

First cadet to return to the Pre-Flight School after winning his wings was Ensign Fred G. Pheifer. Shown here with Commander Clyde W. King, Ensign Pheifer said that the training at St. Mary's proved of inestimable value to him.

When the cadets move on to a new station they pack their gear in Navy luggage especially designed for aviation cadets. Here Cadet Lee A. Nordgren looks up as the photographer visits the room. Other cadets in the photograph are left to right, Donald U. Seaman, Robert J. Burt and Robert Atkins.

One of the most popular extra curricular activities at St. Mary's Pre-Flight is singing in the Glee Club. The group often sings for the O.W.I. Overseas short-wave programs. On Sunday the Glee Club becomes the choir.

Captain A. W. Radford Conceived Idea of Pre-Flight Training

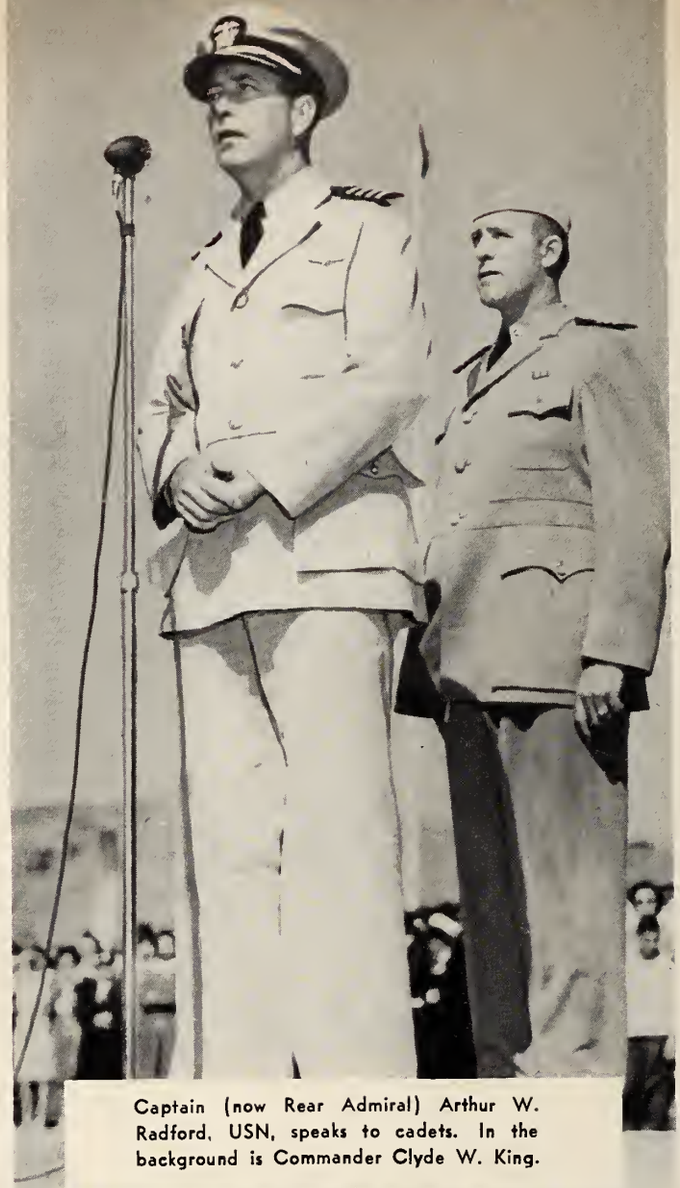
Captain Arthur W. Radford had been at his desk as Head of the Navy's Aviation Training Division for just about one week when the Japs bombed Pearl Harbor. Faced with the great task of planning the training for the Navy's rapidly expanding air arm, he realized that the rigors of combat warfare would demand of its participants a physical fitness undreamed of in peacetime. Competitive sports, in Captain Radford's mind, would provide a medium which would not only build up the men physically but would also develop in them qualities which would be of value in the stress of aerial combat. Thus, physical training was made an integral part of the entire training program.

Lt. Commander Thomas J. Hamilton, U.S.N., then Operations Officer at the Naval Air Station at Anacostia, D. C., was called in to head up the program. Thirteen years a flyer, a leading scholar-athlete in his student days at the Naval Academy, and later head coach of football at Annapolis, Lt. Commander Hamilton was ideally suited for the work at hand. At the Captain's direction, Lt. Commander Hamilton submitted a tentative proposed plan for physical training for Naval Aviation. The plan was approved and adopted.

In short order four sites were chosen for the Pre-Flight Schools, which were to serve as basic units in the physical training program. Officer personnel was procured, indoctrination courses were conducted and the program was soon under way. In the year and nine months since that time, thousands of cadets have taken the training at the Pre-Flight Schools and many of them are now in combat. A well-integrated progressive physical training program is being conducted in the entire training course, as well as in the fleet and at foreign bases.

(Continued in Last Column)

RED LETTER DAY



Captain (now Rear Admiral) Arthur W. Radford, USN, speaks to cadets. In the background is Commander Clyde W. King.

Former Aviation Training Head Visits St. Mary's, Addresses Graduates

When Captain Arthur W. Radford spoke to the 23rd Battalion at St. Mary's Pre-Flight School, it marked the first time that he had attended a Pre-Flight graduation even though he had headed up the Navy's Aviation Training Division for about a year and a half. Officers at the graduation ceremony wondered at the conclusion of the Captain's speech whether the cadets or the speaker derived the greater pleasure out of the day's activities.

The graduating battalion felt honored to have the opportunity of hearing the officer who had so much to do with the training program which was preparing them to become Naval Aviators. The Captain was inspired by the sight of the cadets, trim, eager and well-conditioned, both mentally and physically, for the next steps of their aviation training.

He observed the entire regiment at one time or another in the classroom, on the parade grounds and in the varied physical training activities. His vision of eighteen months ago had become a healthy, living reality, and he could not help being happy about the results, even as have many people in the service and in civilian life who have seen the work which is being done at Pre-Flight Schools.

(Continued from First Column)

Throughout the program sports are used as training devices, just as ordnance and navigation.

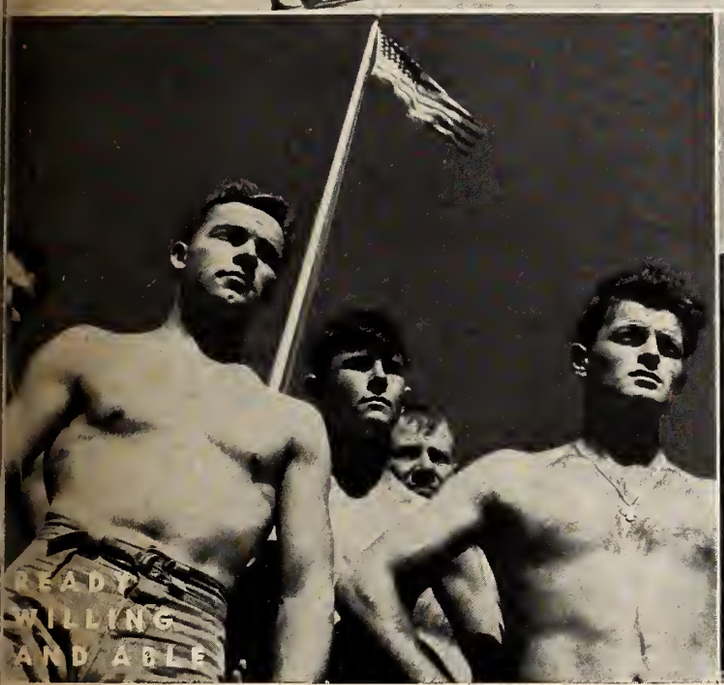
Lt. Commander Frank H. Wickhorst, Captain and All-America tackle on the undefeated 1926 Naval Academy football team was aide to Commander Hamilton since the beginning of the physical training unit. When Commander Hamilton went to sea last June, Lt. Commander Wickhorst became head of the program.

Chow at St. Mary's is very good as all cadets who have been there will testify. Three times a day the cadets get their fill in a diet, which is carefully prepared and in meals which are the last word in quality.

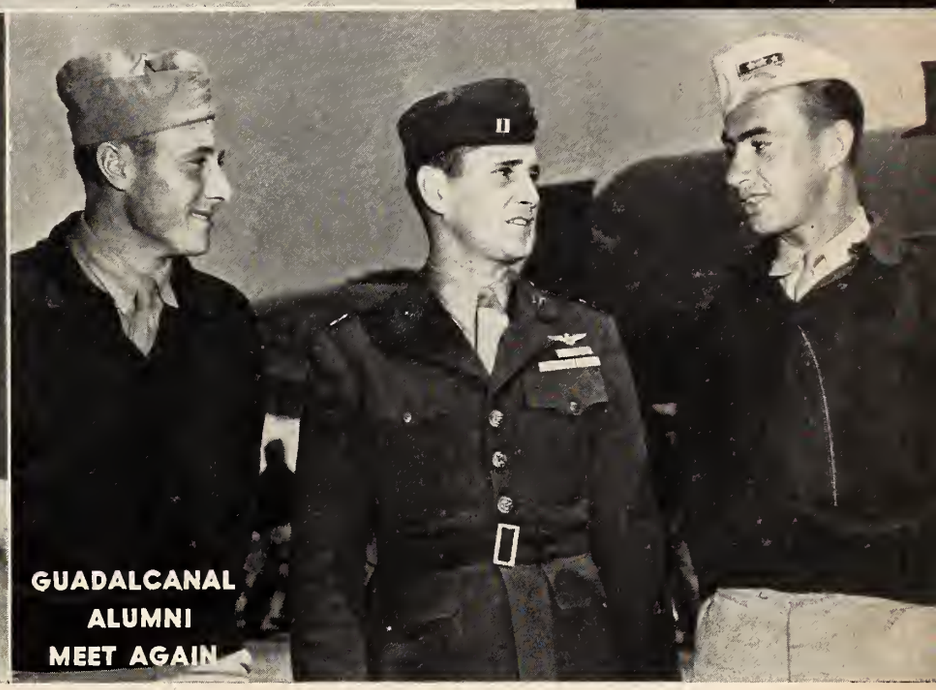
One of the basic tenets of the program designed by Commander Hamilton under the direction of Captain Radford provided for a calorie-filled diet for Pre-Flight cadets. The diet is generally regarded as one of the best ever served to a group of men and it enables them to take the rigorous training without suffering from too much fatigue.

ROUND BALL ON A WHOLESALE BASIS

Each station has one activity which might be said to be characteristic of that particular Pre-Flight School. Probably the sport which would fit into this category at St. Mary's is basketball, called round ball by the cadets. Every cadet participates in every sport.



Admiral Radford, Captain Steele, Commander Hamilton, Commander King, Lieutenant Commander Wickhorst, and everyone else connected with the Training Program thrill to sights like this. The photographer caught this picture from an unusual angle but this scene is enacted daily as cadets improve their physical condition at Pre-Flight units.



GUADALCANAL ALUMNI MEET AGAIN

When Captain (now Major) Joe Foss visited St. Mary's Pre-Flight School he found some of his fighting buddies from Guadalcanal taking cadet training there. Here Captain Foss talks over the Henderson Field days with former Corporal Densil Cox, left, and former Second Lieutenant Clifford McGlocklin of the U. S. Marines, who transferred to Navy pilot training.

NAVY LEADERS HELP CELEBRATE ST. MARY'S ANNIVERSARY

Captain Steele returned to St. Mary's, Commander Thomas J. Hamilton stopped there when en route to sea duty, and Commander Clyde King delivered an inspiring talk to cadets as the anniversary of the commissioning was conducted. Left to right in this picture are Captain Steele, Commander King, Commander Hamilton, Lieutenant Commander Fred W. Pierce (Executive Officer at St. Mary's), and Lieutenant Victor H. Morgan, Chaplain.

REFEREES' SIGNALS

Offside and violatioo of kickoff formation. (Penalty, 5 yards.)

Unsportsmanlike conduct. (Penalty — 15 yards.) For flagrant unsportsmanlike conduct — 15 yard penalty and disqualification.

Illegal formation or position of one or more players. (Penalty — 5 yards from where ball was put in play.)

Player illegally in motion. (Penalty, 5 yards. If from shift or huddle, 15 yards.)

Unnecessary roughness, illegal defensive use of the hands. (Penalty, 15 yards.)

Intentional grounding of forward pass. (Penalty — loss of down and 15 yard penalty from spot of preceding down.)

Military salute also used for clipping, followed by striking the back of the knee with hand. (Penalty, 15 yards.)
Signal also used for disqualification fouls and for running into or roughing the kicker. In the latter case, the military salute is followed by swinging the leg as though punting.

Crawling, pushing, or helping ball-carrier. (Penalty for helping ball-carrier, 15 yards; otherwise, 5 yards.)

Holding. (Penalty — by offense, 15 yards; by defense, 5 yards.)

Score—touchdown, field goal, or conversion.

Safety.

Delay of game or extra time-outs. (Penalty, 5 yards.)

Interference with forward pass, pass touching ineligible player, or "screening" pass receiver. (If penalty on offense, 15 yards and loss of down; interference by defense, ball to offense on spot of foul as first down.)

Illegal forward pass.

Penalty refused, incomplete pass, missed field goal or conversion, both sides offside, etc.

Time out.

Illegal touching of kicked ball inside opponent's 10-yard line — touchback.

Penalties

LOSS OF FIVE YARDS

1. Taking more than three times out during either half.
2. Illegal delay of game.
3. Failure of substitute to report to umpire.
4. Violation of kick-off formation.
5. Failure to maintain proper alignment of offensive team before ball is snapped. Also, backfield man illegally in motion.
6. Offside by either team, or encroachment on neutral zone.
7. Attempt to draw opponents offside.
8. Taking more than two steps with ball after signalling for fair catch.
9. Illegal use of hands and arms by defensive players.
10. Flying block or flying tackle.
11. Running into kicker.
12. Crawling by the runner.

LOSS OF FIFTEEN YARDS

13. Team not ready to play at scheduled time.
14. Illegal return of suspended or disqualified player.
15. Failure to stop at least one second on shift play.
16. Forward pass by member of team which did not put ball in play.
17. Forward pass touched by ineligible player.
18. Intentional grounding of forward pass.
19. Interference by member of passing team with defensive player eligible for pass.
20. Interference with fair-catch or tackling player before ball is caught.
21. Illegal use of hands and arms by offensive players.
22. Defensive player striking opponent above shoulders.
23. Roughing the kicker.
24. Piling up, hurdling, clipping.
25. Tackling player out of bounds.
26. Coaching from the sidelines.
27. Illegal interference with defense by passing team.

OTHER PENALTIES

28. Striking, kneeing, or kicking opponent — half the distance to the goal and disqualification of offending player.
29. Foul within one yard line — half the distance to the goal.
30. Interference by defensive team on forward pass — first down for passing team at spot of foul.
31. Flagrant roughing of kicker—disqualification, plus fifteen yards.
32. Flagrant unsportsmanlike conduct — disqualification, plus fifteen yards.
33. Forward pass touched by ineligible player on or behind line of scrimmage — loss of down.
34. Illegal touching of kicked ball inside opponent's 10 yard line — touchback.
35. Refusal of either team to play within two minutes after having been ordered to do so by referee — forfeiture of game.

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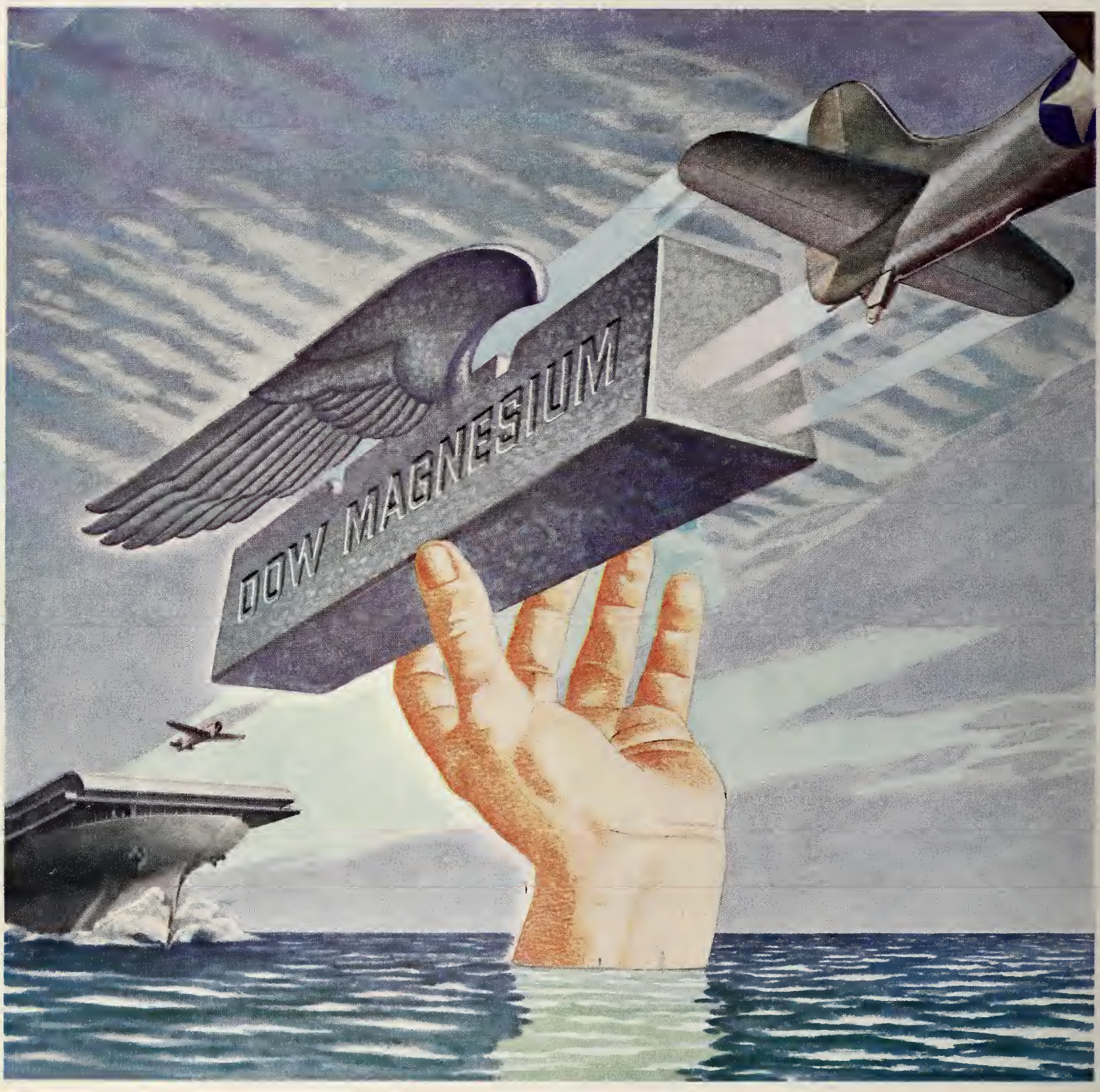
BACK THE ATTACK

BUY

WAR BONDS



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